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PRINCIPAL CONTENTS.

Railroad Museums.....	1029
Practical Talks on Mechanical Reform.....	1029
Chicago and Northwestern Railway.....	1030
Railroads of Iowa.....	1030
Portland and Kennebec Railroad.....	1031
Railway and Manufacturing Notes.....	1031
Railroad Crossings at Grade.....	1032
Riehle Bros. Testing Machine.....	1032
Delaware and Hudson Canal.....	1032
Transfer of the Mails.....	1032
The Harris Steam Pumps.....	1032
Street Railways in France.....	1034
Russian Railway Progress.....	1034
Iron and Steel.....	1034
Railroad Earnings.....	1035
Federal and State Securities.....	1036
Railroad Bond and Share Lists.....	1037, 1046
Financial and Commercial Affairs.....	1053
Blast Furnace Industry.....	1055
British Railways in 1876 and 1875.....	1056
Extension of the Postal Union.....	1056
Imports of Dry Goods at New York.....	1056
Railroad and Canal Dividend Statement.....	1057
Strikes, and Foreign Competition.....	1058
Dismal Swamp Canal.....	1060

American Railroad Journal.

New York, Saturday, August 18, 1877.

Railroad Museums.

A few years ago, during a visit to the Portsmouth Navy Yard located at Kittery, Maine, our attention was called to a room adjoining the chief engineer's office which had been fitted up and furnished for the special purpose of sampling and testing articles needed and used in the engineering department of the United States Navy. It was termed and known as the sample room. Although on a limited scale there was enough of it to prove its practical usefulness and advantages. Here were specimens of cast and wrought iron boiler plate, steel and copper by different manufacturers, exhibiting grain, sections and fractures; samples of oils, sulphur, black lead, cotton waste, packing, turpentine, rubber, rivets, red and

white lead, etc. These had all been carefully selected, examined and tested, their peculiar features, properties and manufacture being recorded on attached labels. In addition to these were steam and vacuum gauges, thermometers, hydrometers and indicators, by the best makers. But *cui bono*? Simply this: In ordering stores for the construction and running of the machinery either in the workshops of the yard or in the steamships, contractors had to furnish the supplies according to samples approved by the heads of the bureau of engineering. We are not aware that this plan was adopted in a rigid systematic manner at other navy yards, but it was new to us and its usefulness and practicability were suggestive. The late General Rodman, of 15-inch gun notoriety, instituted something of the same kind when commandant at the Watertown Arsenal (Mass.) and was inflexible in its enforcement.

There is not a railroad that does not possess facilities and opportunities for instituting a repository of its own, where samples of railroad supplies—from car wheels, rails and chairs down to car window fastenings—could be kept, for a purpose similar to that named. Such a repository would in time partake of the character of a mechanical museum for the road. There could be preserved a broken rail or two, and sections of different iron and steel rails, models of new cars, ventilating apparatus, brakes, signals and switches, pieces of boiler plate after an explosion or so many years use, sections of car axles, and axle boxes after a certain number of miles run, etc. Civil and mechanical engineers, master mechanics and purchasing agents would find no difficulty in soon stocking a room with samples and specimens that would serve for several excellent purposes, among which we may name: the securing of good materials, the detection of flaws and appearance of fractures, the results of wear and tear, the durability of metals, the efficiency of contrivances, and the practicability of new devices. Oil, cotton waste, tallow, and other

ingredients could be kept in sample and a labeled record of their ascertained qualities.

Of course neatness, system and intelligence would be needed in such an undertaking, and a well kept, systematic record of observations, facts and occurrences, would tend greatly to the extension of industrial science and improvements. We opine such a repository maintained on every road would be not only highly advantageous to the directors, but would become a matter of general interest to all concerned in railroads. Nearly all future improvements for the furtherance of safety and economy must come from close observation and experience; and the plan we have marked out would certainly be one of the means for the promotion of railroad science. The men who could successfully and practically carry out and manage this enterprise are the superintendents, master mechanics and their associates who would probably appreciate the assistance and encouragement of the president and directors.

Practical Talks on Mechanical Reform.

Two instances, one of a defective steam gauge, and another of a boy engineer without any steam gauge, have been cited to show how much parsimony and incompetency often exist in the care of boilers and machinery—parsimony that amounts to willful neglect on the part of proprietors and manufacturers, and incompetency surprising in those allowed to "run an engine." Which of the two is the more culpable, the man who, for the sake of saving a few dollars, neglects the inspection and repairs of machinery, and thereby proves himself indifferent to loss of life and property, or the man who, knowing himself to be ignorant of and unaccustomed to the requirements of steam machinery, assumes a position for which he is perfectly incompetent, and for the sake of getting a living and it may be for his family, misrepresents his qualifications? We think a majority will decide against the former.

But here is something remarkable. A manufacturer will decide on having first-class ma-

chinery in his works, and casts about to obtain that which he considers adapted for his particular manufacture. He insists upon having the best, and sees to it that it is properly erected, and delivered in perfect condition. He will quote to his associates and acquaintances the sometimes misapplied adage that "the best is always the cheapest," and will further feel no little pride in procuring machinery second to none in the market. Now his usual sagacity leaves him, by employing "cheap help," to take charge of that which has cost him thousands of dollars. The attendant may be a stranger in the land, and "wants a job;" or he may have been a faithful servant, can groom a horse, and "do chores;" he may be steady, industrious and willing; but these virtues, admirable and desirable as they are, do not balance with ignorance. Hence in one year's time the boiler, that was made of the best refined iron with any number of CCs to its brand, bears a lining or internal coat of crustation which adds greatly to the consumption of fuel and the burning out of the plates; steam gauges are out of order, bearings are worn out by dirty journals; pumps click and bang their valves away for want of cleaning; brasses are pounded out of shape for want of adjusting, and gradually the machinery assumes a loose character, unattractive in appearance and discreditable to both proprietor and attendant. And why is this, which so very many can attest as being frequently the case? We find the answer in the fact that an incompetent man is in charge, whose knowledge extends to the opening and shutting of a valve and throwing in fuel to a furnace. We are sick of hearing about an "intelligent Irishman," and "faithful darkeys" as good engineers. One cannot read, and another says vacuum means dirty water or foul air. Are these the men to be entrusted with the care of engines, boilers and machinery, and be responsible for life and property? Reduce the number of this class of engineers and a proportionate reduction in the number of accidents and repairs will be the result.

There is not an educated engineer in this or any other country but who knows that hundreds of lives are in jeopardy every day from incompetent men, and it is time that this subject should be again brought prominently forward before the public. Let them judge if with such a state of things it is worth while expending \$100,000 of their money in boiler experiments; and whether it is worth while to enact laws and to pay boiler inspectors, when licensed and unlicensed engineers are on the same footing and hold the same responsible situations.

The following gentlemen have been elected directors of the Springfield, Athol and Northwestern Railroad Company: Willis Phelps, Homer Foot, Wm. Birnie and Charles R. Ladd of Springfield, Edward Smith and Wm. B. Kimball of Enfield, E. P. Bailey of Greenwich, J. W. Goodwin of

Dana, Constant Southworth of Hardwick, and John C. Hill and T. H. Goodspeed of Athol. The gross earnings of the company during the year were \$95,506; expenses, \$71,875; leaving the net earnings, \$23,631. The gross earnings of the previous year were \$105,726, while the operating expenses were \$75,893.

Chicago and Northwestern Railway.

The earnings of the Chicago and Northwestern Railway for the year ending May 31, 1877, were:

Passengers.....	\$3,918,622 79
Freight.....	3,261,583 72
Express.....	246,908 36
Mail.....	284,792 38
Miscellaneous.....	65,592 78

Total.....\$11,877,500 03
The operating expenses and taxes were.....6,547,680 06

Leaving a balance of.....\$5,329,819 97

From which deduct:
Interest and sinking fund on bonds.....\$2,264,259 87
Premium on gold coupons.....122,163 95
Interest & exchange.....350 72
Balance of old tax on capital stock, 1874.....14,515 19
Amount paid in exchange Old Galena and Chicago Union Railroad stock.....557 82
Rent of the Chicago, Iowa and Nebraska Railroad.....471,464 50
Rent of the Cedar Rapids & Missouri River Railroad.....621,489 69

3,491,801 74

Leaving the net income of the Chicago and Northwestern Railway proper for the year.....\$1,835,018 23

The amount is debited with the deficit incurred in the operations of the proprietary lines, which was \$756,791 96, leaving a clear profit for the united system of \$1,078,226 27, equal to five per cent on the preferred stock.

The total charges have been reduced on the entire railway, including the proprietary lines, from \$12,894,016 08 in the preceding year, to \$11,954,874 69 in the last year, thus accomplishing a saving to the company of \$939,141 39.

The capital stock and fractional scrip outstanding on the 21st of May last was \$36,799,480 53, of which \$21,696,384 56 was preferred and \$15,103,145 97 common stock. The amount of \$194,101 14 of preferred stock and \$19,965 57 of common stock was issued during the year, a part in accordance with the original terms of consolidation with the Galena and Chicago Union Railroad Company, and a part thereof in conformity with rights of holders for exchanging their stocks and scrip as follows: for the residue of the capital stock and instalment receipts of the Beloit and Madison Railroad Company; for stock and scrip of the Galena and Chicago Union Railroad Company, and for the residue of the stock of the Chicago and Milwaukee Railway Company; for Peninsula Railroad bonds, and for fractional scrip of the Chicago and Northwestern Railway Company surrendered and cancelled. A great deal of effort has been made to get up and cancel all the shares of the old companies, and at the present time but twelve shares of the Galena and Chicago Union

Railroad stock and twelve shares of Chicago and Milwaukee Railway stock are outstanding.

Consolidated sinking fund currency bonds, amounted to \$65,000, have been issued during the year in substitution of the following issues of bonds purchased and cancelled, to wit: Preferred sinking fund bonds, \$1,100; general first mortgage bonds, \$29,100; funded coupon bonds, \$7,800; Green Bay extension bonds, \$13,000; Appleton extension bonds, \$1,000; Peninsula Railroad bonds, \$9,000; Galena and Chicago Union Railroad first mortgage bonds, \$1,000; Galena and Chicago Union Railroad second mortgage bonds, \$1,000; Elgin and State Line bonds, \$1,000, and Mississippi River Bridge bonds, \$1,000. Total, \$65,000.

Railroads of Iowa.

The following table, compiled from the annual report of the Secretary of State of Iowa, is interesting as showing the length of the several railroads in that State, the aggregate gross earnings, and the operating expenses, etc., of the same for the year 1876:

	Number of miles	Aggregate gross earnings, Jan. 1, 1877.	Operating exp., repairs, & taxes.
Burlington, Cedar Rapids and Northern and branches.....	369.7	\$1,128,070	\$869,845
Burlington and Northwestern—narrow gauge.....	38.9	1,733	.....
Burlington and Southwestern.....	79.6	111,221	118,039
Central of Iowa and branch.....	202.5	717,324	587,078
Chicago, Burlington & Quincy & branches.....	492.5	3,832,012	2,653,919
Chicago, Clinton and Dubuque.....	45.2	154,141	121,202
Chicago, Dubuque and Minnesota.....	109.0	205,035	165,132
Chicago, Milwaukee & St. Paul & branches.....	335.6	774,524	603,843
Chicago & Northwestern and branches.....	482.3	3,289,556	2,089,745
Chicago, Rock Island and Pacific and branches.....	623.9	3,929,578	2,406,307
Davenport and Northwestern.....	180.5	170,914	185,734
Des Moines and Fort Dodge.....	87.2	170,154	149,837
Des Moines and Minnesota—narrow gauge.....	37.0	59,757	39,940
Dubuque Southwestern.....	54.8	112,465	100,460
Illinois Central.....	402.2	1,619,277	1,270,432
Iowa Eastern—narrow gauge.....	20.0	26,130	19,731
Iowa, Minnesota and North Pacific.....	17.0	No report.	No rep.
Iowa Railway, Coal & Manufacturing Co.....	3.2	12,532	8,354
Kansas City, St. Joseph and Council Bluffs.....	53.8	366,886	195,245
Keokuk & Des Moines.....	162.2	602,902	465,596
Missouri, Iowa and Nebraska.....	14.8	18,830	14,719
St. Louis, Keokuk and Northwestern.....	0.2	283	420
St. Louis, Ottumwa and Cedar Rapids.....	43.3	75,455	90,105
Sioux City and Pacific.....	79.9	219,811	150,021
Sioux City and Pembina.....	17.6	24,677	23,357
Sioux City & St. Paul.....	57.2	108,262	75,202
Toledo and Northwestern.....	3.0	5,501	4,540

—showing the aggregate length of all the roads on the 1st of January, 1877, to have been 3,938.19,

the aggregate gross earnings \$17,637,037.86, and the operating expenses, including repairs and taxes, \$12,411,814.60.

Portland and Kennebec Railroad.

The Supreme Court of the United States has rendered the following decision:

No. 240. Richard Sullivan, trustee, and Frederick Gardiner, appellants, vs. The Portland and Kennebec Railroad Company and John Patten, trustee—Appeal from the Circuit Court of the United States for the District of Maine.—The Kennebec and Portland Railroad Company was authorized to build a railroad from Portland to Augusta, both in the State of Maine. On the 30th of April, 1850, that a portion of the road between North Yarmouth and Portland, about twelve miles in length, was mortgaged to Ruel Williams, John Patten and J. B. Carroll, trustees, to secure the payment of \$202,400 advanced to the company by the cestui que trusts. The debt was represented by certificate, bearing interest at the rate of ten per cent per annum. On the 1st of November, 1850, the company mortgaged the whole line of the road to the Commissioners of the Sinking Fund to secure \$800,000 lent to the company by other parties. On the 17th of October, 1851, the road and franchises were mortgaged to John Patten, Joseph McKeene and M. S. Hagar, in trust to secure bonds issued by the company to the amount of \$230,000, known as first mortgage bonds. On the 15th of October, 1852, the road and franchises were mortgaged to the same trustees to secure the payment of a further issue of bonds to the amount of \$250,000, known as the second mortgage bonds. In the progress of the work on the road the company issued certificates of preferred stock, known as old preferred stock, to the amount of \$240,000. On this stock dividends of ten per cent per annum were to be paid. Two hundred thousand dollars of it in amount is avowed to be still outstanding. On the 7th of October, 1852, a proposition was made by the company to the following effect:

The company was to waive its existing right to redeem at pleasure its road from North Yarmouth to Portland, and to make it irredeemable until November 1, 1870, provided the holders of the certificates of indebtedness would, by indorsement thereon, authorize the trustees, after paying the holders three per cent semi-annually upon the amounts severally represented by such certificates, "to pay over semi-annually to the treasurer of the company, for the use and benefit of the company, the balance of the income (or interest) which the stockholders are now entitled to receive—viz: two per cent—to be held by him and appropriated, as far as may be required or the same may go to the payment of interest to such preferred stockholders as shall surrender their old certificates of stock and receive new certificates of preferred stock bearing three per cent interest or income semi-annually in lieu of five per cent, as now stipulated. Said payment of three per cent to the holders of said certificates and of the balance aforesaid to the treasurer by said trustees semi-annually to be in full of the annual income of two per cent to which said certificate holders are now entitled." It was ordered by the company that if the proposed arrangement should be made with the North Yarmouth certificate holders the fund thereby saved should be applied in payment of the dividends accruing on the new certificates of preferred stock, as also proposed. Authority was given to the president of the company to issue such new certificates of preferred stock and to waive the right to redeem the North Yarmouth road until November 1, 1870, the time named in the proposition. None of the holders of the preferred stock accepted this proposition until September 1, 1853. The first new certificate bears date on that day. The other certificates were issued subsequently. On the 16th of December, 1853, the company ordered three per cent to be paid on the 1st of January then next to all the holders of the new certificates for the preferred stock. The company became hopelessly insol-

vent. The trustees of the second mortgage foreclosed that mortgage. The foreclosure was perfected and became absolute in May, 1862. In November, 1862, the bondholders under that mortgage formed a new corporation by the name of the Portland and Kennebec Company. The trustees conveyed to this company. The company went into possession and has since been in possession and operated the road and claimed to own it. This bill is filed by the complainants as holders of the new certificates of preferred stock for themselves and in behalf of the other holders not before the Court. The claim is to recover the four per cent per annum relinquished by the North Yarmouth holders of certificates of indebtedness pursuant to the proposition of the original company, and which proposition was also to give the holders of the new certificates of preferred stock what is claimed by this bill. The decree dismissed the bill, and is here affirmed, the Court finding the proceedings regular and that there was no privity between the complainants and the new corporation, and that the latter did not succeed to the liabilities of the old corporation.

Mr. Justice Swayne delivered the opinion.

Railway and Manufacturing Notes.

The Central Vermont Railroad Company have completed the laying of steel rails from St. Albans to Essex Junction.

The project of a narrow gauge railroad between Elliott City and Baltimore is again being agitated.

A contract has been let at Amsterdam, Holland, for the delivery of 20,000 iron sleepers for the State railways.

An American palace car, with dining room attached, is doing a good business on a Belgian railroad.

In Wurtemberg a Royal decree has just declared that a sum of 22 millions of marks is to be devoted to railway construction. If this amount cannot be supplied from existing sources, it is to be raised, so far as may be necessary, by public subscription.

The syndicate of the great French railway companies which has undertaken the construction of the Great Girdle railway of Paris, has just thrown open the first section of the line from Nolsy-le-Sec to Juvrisy, thus connecting the Eastern and the Orleans lines.

The Junction and Breakwater Railroad Company has concluded to extend their road to Rehoboth at once. The survey is now in progress under the direction of the chief engineer.

Of the 104 locomotives in the Pennsylvania Railroad roundhouses at the time of the fire, 50 have been pronounced worthless by the experts. The others are being sent to Altoona for repairs.

The Railway News say that the Belgian government has given orders to the Westinghouse Air Brake Co. to the extent of \$50,000 for fitting the Air Brakes on the rolling stock of the State railways.

The city attorney of Chicago decides that as there is no common law liability and none is provided by the statutes of Illinois the city cannot be mulcted for any damage to property arising from the recent riot.

The Baltimore Sun says that the feature in the stock market is the advance in Virginia Consols, caused by the result of the Gubernatorial Convention at Richmond, and the attitude assumed towards the State debt.

Most of the Pittsburg oil refineries, which have been idle since the commencement of the railroad troubles have again resumed operations.

The Baltimore Gazette mentions the probable retirement of Mr. John W. Garrett from the presidency of the Baltimore and Ohio Railroad, and the accession of Mr. William Keyser, now Second Vice President, to the head of the company. The election will not, however, be held until October.

The Lehigh Car Wheel Works have just completed a number of wheels for the Great Eastern Railway of England. They have also some orders for South American railroads.

The Taylor Iron Works, of High Bridge, N. J., have just received an order from the Port Royal Railroad, of South Carolina, for 600 cast wheels fitted to axles and 40 wheels loose.

The French Government has approved, and adopted the improved revolving cannon invented by Mr. Hotchkiss an American inventor.

The Boston and Albany Railroad is about to make a trial of 42-inch wheels on the Boston and New York Express cars.

Instead of a bell and cord arrangement a patent electric system has been introduced on the Philadelphia, Wilmington and Baltimore Railroad.

There is a continuous automatic alarm on the locomotive whenever any portion of the train becomes accidentally detached.

The Rev. A. Le Roy, of Utica, has invented a dust-guard for car windows. We hope it will be a success and if so generally adopted.

Messrs. Joseph Fenton & Sons, of England, have invented and patented a new method for fitting railway wheels and axles, which is highly spoken of and getting much attention. It is also applicable to fly wheels, pulleys, and many other appliances.

August 13th saw the consummation of rapid transit on Atlantic avenue, Brooklyn. Sixty trains now run to and from East New York, beginning at 5:30 A. M. and ending at 10:30 P. M. Fare five cents.

Iron instead of brass tubes are being put in new Boston and Albany engines, because of the high cost of brass. Brass tubes, however, are more durable.

At Roach's ship yard there is a new hydrostatic plate bending machine, capable of working up to a pressure of 4000 pounds to the square inch.

A very extensive mine of black lead has been discovered in Floyd County, Georgia, which will soon be opened.

It is said that 350 car loads of coal are sent daily over the Chattanooga Railroad, which speaks well for the coal and iron business of Tennessee and Northern Georgia.

Iron railroad ties are being tested on a section of the Central Pacific Railway. They cost twice as much as wood, but are supposed to be far more durable.

Ohio ranks next to Pennsylvania as an iron State, producing but little less than 20 per cent of the total pig iron product of the country.

The contract for the iron work upon the new Columbus avenue bridge, Boston, Mass., has been awarded to the Leighton Bridge and Iron Company of Rochester, N. Y.

The Vulcan Iron and Nail Works, Chattanooga, Tenn., are working double time, and have orders for light rail, merchant iron and fish plate, sufficient to run the works to their fullest capacity until next January.

Railroad Crossings at Grade.

The Cleveland *Leader* briefly summarizes the opinion of Judge Albert Yeomans, of Trumbull County, Ohio, delivered in a case in which a railroad in process of construction seeks to "appropriate" the right to cross and a right of way across the track of the Atlantic and Great Western Railroad at grade, and at a point on the Atlantic and Great Western Railroad where the united grade and curvature of that road makes the maximum difficulty of operation going westward on that division of the road. The *Leader* says:

The grade is said to be more than 48 feet to the mile, and the curvature is equivalent to an addition to the grade of 8 feet to the mile, making the grade equal to 56 feet to the mile. The Atlantic and Great Western Railroad resists the appropriation upon the ground that the "necessity for the appropriation" cannot be shown, and that unless this necessity be shown "by satisfactory proof" to the Probate Judge of the county, there is no authority of law in Ohio under which an "appropriation proceeding" can go further, or any jury be summoned to assess damages. The court held substantially: that the jurisdiction of the question of "the necessity for the appropriation" of a particular point of crossing at grade by one railroad of another railroad's track in Ohio, rests in the Probate Court of the county in which the proposed crossing is situated; and that where the crossing at the proposed point would work unnecessary, unreasonable or unusually dangerous interruption to the service of the public in the operation of the original road, and it is reasonably practicable to select a point of crossing not open to either of these objections, an impartial public tribunal will not, in the exercise of the supervisory power delegated to it by the State over the exercise of the power of "eminent domain" by a corporation, decide that there is a necessity for the appropriation of the proposed crossing.

Riehle Bros. Testing Machine.

TRIAL OF A MACHINE FOR TESTING THE STRENGTH OF METALS, WOOD, LEATHER, STONE, WIRE AND OTHER MATERIALS.

Yesterday morning, a number of gentlemen visited the scale manufactory of Messrs. Riehle Bros., on Ninth street, above Master, by invitation of the proprietors, for the purpose of viewing a trial of a new testing machine of 40,000 pounds capacity. Before the commencement of the experiments the party was escorted by Mr. Henry B. Riehle through the factory, where the various processes of building platform scales of all sizes were explained. A large railroad track scale was adjusted and tested in the presence of the visitors, and several special tools in use at the establishment for notching beams, grinding bearings to a true edge, &c., were exhibited.

The testing machine, which was the special object of the visit, was built for the University of Ohio, at Columbus, Ohio, for use in the technological education of the students. Its capacity is 40,000 pounds, and this amount of strain may be applied either as tension, crushing power or transverse bearing strain, the machine being so fitted that it may be applied to either of these modes. The machine has an upright frame, at the base of which is a hydraulic jack, from which the power is obtained by means of a small hand pump. The specimens to be tested are placed between grips, which communicate with a scale beam by which the amount of power in pounds is accurately shown during the entire test.

Some of the experiments were quite interesting, and the scientific results were closely noted by the gentlemen present. A piece of common wrought iron, one inch long and with one-half a square inch area at the ends, was stood on end, and was found to resist 39,970 pounds pressure before it yielded, after which the fibre was destroyed, and it was crushed to about half its original length and spread to nearly double thickness, its consistency at the close of the test having become entirely granular.

A piece of white pine wood, 2 inches square and 4 inches long, stood on end, commenced to crush at 19,250 pounds pressure, the grain of the wood "telegraphing" at about the centre, and the block losing about an inch in length. A piece of close-grained white ash wood of the same dimensions commenced to crush at 20,830 pounds, a wedge shaped section being forced out laterally from the centre of the block.

The next experiment was in crushing a round bar of cast-iron, of the same size as the piece of wrought iron mentioned, viz.: one-half a square inch area at the ends and one inch long. This was stood on the end, and yielded to 16,000 pounds pressure, breaking diagonally in the centre, and showing a complete disintegration at the point of fracture, so much so that the particles of iron could be scraped from the surface of the fracture with the finger nail.

A piece of wire cord, about half an inch thick, with a cotton core, broke at 890 pounds, tensile strain, after stretching over 50 per cent.

A bar of cast iron, turned down to a half of a square inch section, was next submitted to tensile strain, when it broke at 18,020 pounds, showing a tensile strength of 35,040 pounds to the inch. A bar of common wrought iron of the same size yielded to 19,000 pounds strain, and commenced to stretch. At 2600 pounds strain it had lengthened .33 of an inch in three inches. At 27,300 pounds strain the iron lost its "life," and afterwards broke, having lengthened .99 of an inch and reduced in diameter at the point of breakage nearly one-third.

Tests for lateral strain were next made. A common wrought-iron bar one inch square and one foot long between bearings, giving way at 4500 pounds pressure, and a bar of pine wood, two inches square and the same length, breaking at 2980 pounds pressure.

The Messrs. Riehle have also made for the Ohio University, at Columbus, a small testing machine of 100 pounds capacity, which is worked on the same principle, except that the power is obtained by a wheel and screw instead of from a hydraulic jack.

The machine tried yesterday was not by any means one of the most powerful made by the firm, its capacity being only 40,000 pounds, while they have constructed several of seventy-five tons, or 168,000 pounds capacity, some of which were made for the United States Government.—*Phila. Ledger*, Aug. 9.

Delaware and Hudson Canal.

At a meeting of the directors of the Delaware and Hudson Canal Company on the 13th inst., a mortgage for \$10,000,000 was executed upon the property of the company in Pennsylvania. According to a circular issued by President Dickson, the mortgage includes and covers the \$5,000,000 debenture bonds of 1894, and the proceeds of the balance will be used in payment of such of the bonds of Nov. 1, 1877, as may not be renewed to retire the floating debt, now amounting to \$1,500,000. The amount remaining after these purposes have been carried out will, it is said, "place the finances of the company in a position to meet all its requirements until 1880, even if the sale of coal is suspended at competitive points."

Transfer of the Mails.

The statistics of the Post Office Department show a steady transfer of the mail service from what is known technically as the "star service" (which permits the contractor to carry the mails by any means that insures certainty, celerity and security) to the railroads. In 1868 the annual transportation by "star service" was 45,540,587 miles, or 54 per cent of the whole service, and by railroad during the same year 34,888,178 miles or 41½ per cent of the entire service. In 1876 the service by either mode was largely increased, but

the ratio had been a little more than reversed in the latter year. The star service had increased to 54,824,008 miles, making, however, but 40 per cent of the whole service, while the railroad service had run up to 77,741,172 miles, and 57 per cent of the service.

The Harris Steam Pumps.

There is no class of machinery in extensive use, that bears the imprint of engineering skill and mechanical ingenuity so conspicuously as steam pumps. Whether we confine our observation merely to their exterior form and general design, or go further and examine their interior structure and operation, we find there have been improvements in taste, design and mechanism. True there are a variety of shapes, no two manufacturers of pumps adopting just the same form and arrangement, and each maker claiming certain specialties in construction and advantages in operation, yet taking those best known and in the most extensive use, it is very evident that mechanical ability has been exerted to obtain durability and efficiency. The strong competition and rivalry among manufacturers of steam pumps can scarcely be wondered at, when the demand for this class of machinery is so constant and so great, and when a maximum of duty with a minimum of expense, great results and little outlay, seem to be the objects with purchasers. To the fact that there are pumps of a cheap kind for certain purposes and others that are admirable for their peculiar features, every mechanic and manufacturer can readily testify; but it is our province to illustrate and describe more particularly those of special design, remarkable for their novel features and general excellence; and in doing this we wish to avoid all fulsome praise, to speak of that correctly which merits notice, and to give that judgment which practical engineers and experienced mechanics consider due and just to the designers and constructors.

The Harris Steam Pumps are among the most prominent ones in this country. They are constructed at Reading, Pa. The officers of the company are A. B. Wood, president, John H. Harris, managing director, and Charles Swinscoe, secretary and treasurer. These gentlemen are well known for their spirit of enterprise, and remarkable energy. Their extensive ware rooms and offices are at 87 Liberty street, in this city, where can be seen a fine stock of pumps for different purposes. One of these is the steam pump for oil.

At the new oil works recently erected at Bayonne, N. J., owned by the Prentice Refining Company, there are ten Harris steam pumps—one for crude oil, eight-inch suction; capacity, six hundred gallons per minute, or nine hundred barrels per hour; one for water, same capacity; the others for pumping distillate benzine, tar, etc. They are simple, compact in their mechanism, of great power, direct action, and unexceptionable in regard to workmanship and finish. To the mechanical eye, which quickly discovers symmetry and unique

design in machinery, the disposition of the mechanism in these pumps appears admirable. By an ingenious arrangement, all outside connections, as tappet arms, valves, stems, collars, cranks, eccentrics, fly-wheels, etc., are dispensed with, so that liability to disarrangement by external blows or neglect is avoided. And yet there is easy access to all the working parts, which are positive, durable, and adapted to any condition of work.

From the handsome engraving given here, which is an exact representation of one of the Harris steam pumps for crude and refined oil, or distillate, the correctness of the previous statements will at least be partially substantiated.

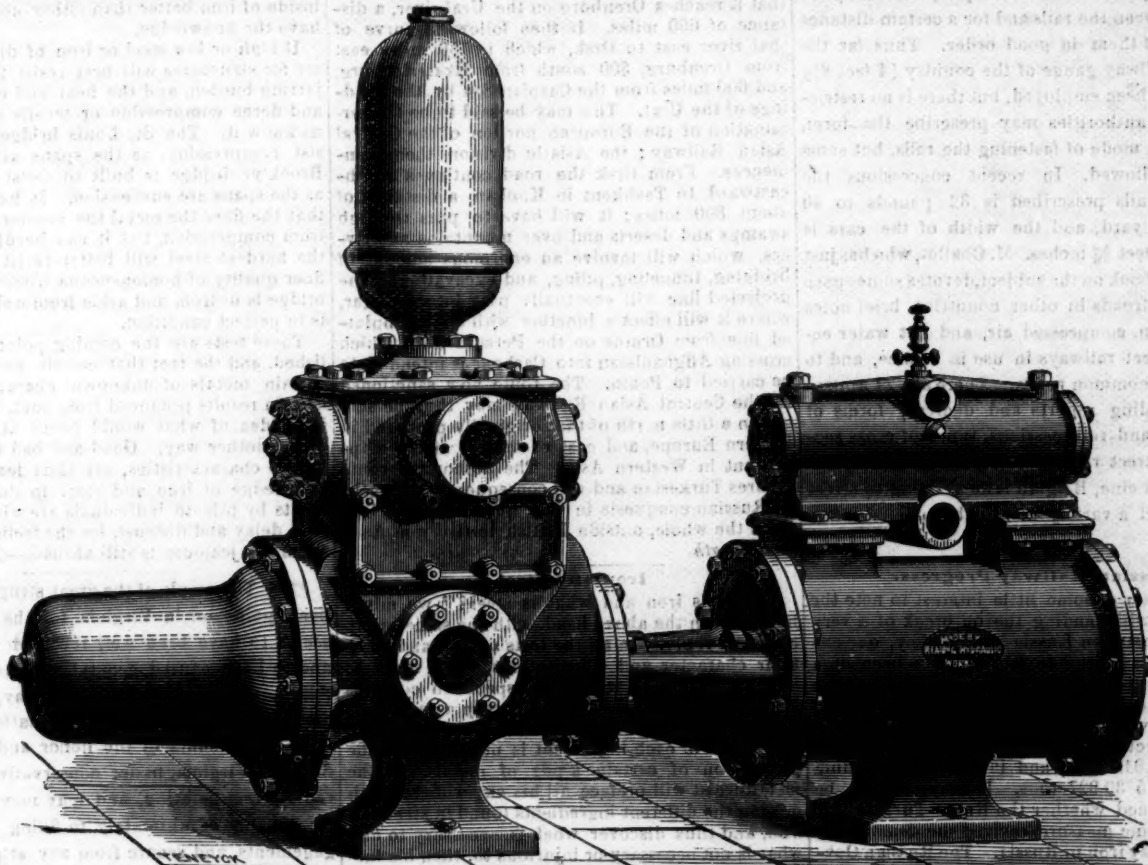
It represents a pump having a steam cylinder, 16 inches in diameter, pump plunger 9 inches in diameter, and a stroke of 18 inches. Another size of one of their oil line pumps is as follows: diameter of steam cylinder, 4 inches; diameter of plunger, 3 inches; stroke, 6 inches; gallons per stroke, 19; diameter of steam pipe $\frac{1}{2}$ inch; diameter of exhaust pipe, $\frac{3}{4}$ inch. A long experience in the construction of pumps, for working against heavy pressures, enables the company to warrant these pumps to do this class of work with great economy and in a very superior manner.

Connected with this subject of the Harris pumps, we may very properly refer to the

great success of the boiler feed pumps by the same inventor. The following is a recent report by high and competent officials on one of the No. 3 boiler feed pumps, having a steam cylinder $5\frac{1}{2}$ inches in diameter, a plunger $3\frac{1}{4}$ inches in diameter, and a stroke of $7\frac{1}{2}$ inches:

CHIEF ENGINEER'S OFFICE,
NAVY YARD, NEW YORK, March 19, 1877.

Sir—In obedience to your order, we have carefully examined and tested the Harris Steam Pump. It is one of the direct acting kind, whose main valve is carried by a supplementary piston, which piston is operated by the direct action of steam upon it through a supplementary valve, which is lifted by the main steam piston, the entire operation being



THE HARRIS STEAM PUMP FOR OIL, AS CONSTRUCTED AT THE READING HYDRAULIC WORKS.

conducted internally in contradistinction to the class of pumps whose supplementary valves, or movable valve seats, are moved by the main piston through the agency of external arms, rods and tappets.

The water end is a double acting plunger pump, with disc valves. We were unable to make an absolute trial for economy as to the exact cost in steam of work done, but such tests were made as convinced us that there is no marked difference in economic performance between this and the other well known direct acting pumps.

In the test as to maximum performance, it worked fully up to the work claimed for it of eighty (80) gallons per minute, and it was regulated to run as slow as one stroke per minute.

It ran at its highest speed smoothly and with very little noise, and was readily started at all parts of the stroke.

The water valves were exposed for examination and the bonnets replaced in about thirty seconds.

The peculiarities of the Harris Steam Pump deserving special mention and commendation, are, that it takes but the intervention of two moving parts to move the main valve, that the steam piston cushions on compressed steam, thus avoiding danger of its striking the heads, that all the appliances for the admission and emission of steam are enclosed and beyond the control of meddling, ignorant and inefficient operatives, and by being encased are the more protected from injury.

The plunger on the water end, we think, is preferable to a piston, as it is much easier to pack, and the wear of the cylinder lining, inevitable in a piston, is avoided—the advantage of a plunger is particularly evident in pumping dirty water.

Finally we would recommend the pump as a whole on account of its compactness, fewness of working parts, for its absence of outside connecting or adjustable levers, and for the easy access to all its vital parts.

Respectfully,

ROBERT DANBY,
Chief Engineer, U. S. N.

A. W. MORLEY,
P. A. Engineer, U. S. N.

J. G. BROSNAHAN,
P. A. Engineer, U. S. N.

Besides the pumps already noticed the company construct steam pumps for many different purposes and some especially designed for railroad water stations, hotels, mines, quarries, fire apparatus for manufactories, and blowing engines.

Street Railways in France.

Street railways were first introduced into France in 1853, by a Mr. Lombard, who, by permission, put down an experimental line on the Quai de Billy, Paris. In 1854 a concession for 30 years was granted to him to build a line from Vincennes to the Port de Sevres. From that time to 1876 twenty concessions altogether were made for street railways in France, the total length of the lines being 274 miles. The minimum width of roadway between foot-walks on which a track is permitted is 23 feet 5½ inches, and for a double track line, 32 feet 2 inches. M. Challot thinks that departures may be made from this rule, as in other countries it is permitted to use narrower streets. The tracks must be in the middle of the street, and it is required that the company shall keep the paving between the rails and for a certain distance each side of them in good order. Thus far the ordinary railway gauge of the country (4 feet 8½ inches) has been employed, but there is no restriction. The authorities may prescribe the form, weight, and mode of fastening the rails, but some liberty is allowed. In recent concessions the weight of rails prescribed is 32 pounds to 40 pounds per yard, and the width of the cars is limited to 7 feet ¾ inches. M. Challot, who has just published a book on the subject, devotes some space to street railroads in other countries, brief notes of the steam, compressed air, and hot water engines for street railways in use in France, and to railways on common roads. There are 24 appendices, including reports and decrees, forms of concessions and retrocessions, types of cross section as for street railways adopted in the department of the Seine, Belgian laws relating to street railroads, and a variety of valuable official information.

Russian Railway Progress.

It is a matter of some little interest to note the fact that notwithstanding the outbreak of a very serious war between Russia and Turkey, our exports of railway iron to Russia have been on a very considerable scale this year. Thus to June 30 we sent the Russians 43,535 tons of rails and accessories, while the corresponding exports in the same direction in the corresponding period of 1876 were 18,948 tons, and in the corresponding period of 1875 30,927 tons. It may, indeed, be fairly questioned whether the Russo-Turkish war has not, in some measure, revived the demand for English railway iron in Russia. The Russian Government has been endeavoring to develop metallurgical industry to an important degree within the area of Russia itself. Russian iron for the Russians has been emphatically the policy of the Czar's Government, and with this object it has even offered bonuses for the manufacture of Russian iron by Russian hands. But with the strain of a great war upon their energies, it is very possible that the Czar's advisers may show less eagerness to devote the pecuniary resources at their disposal to their pet policy of stimulating the Russian iron manufacture. At the same time, the Russians have not relaxed the vigor with which they have for several years past been pursuing the work of railway establishment. It may be true enough that the new Russian railways are of a strategic rather than of a commercial type; but whether this is the case or not, they still absorb considerable quantities of railway iron, and as this iron must be obtained from some source it is not very surprising that a rather increased demand has prevailed of late for English iron on Russian account.

One great undertaking has just received the authoritative approval of the Czar, or rather of the Czar's Government. We refer to the Central Asian

Railway, which has been for some time under consideration in Russian business and official circles, and which is considered to possess a commercial as well as a military importance, although probably political considerations have prevailed over all others in inducing the Russian Ministry to press the undertaking on, in spite of the very serious public difficulties against which Russia has now to contend. One section of the Central Asian Railway may be said to have been already completed. The road commences at Moscow and it has been fully completed to Samara on the Volga, through Lower Novogorod, a distance of 600 miles. The original route planned out for the line continued through Lower Novogorod through Kazai to Ekaterineburg, east of the Ural Mountains, a distance of some 800 miles. The route of which a concession has been recently granted by the Russian Government runs, however, south-eastwardly from Novogorod through Samara, so that it reaches Orenburg on the Ural river, a distance of 600 miles. It then follows a curve of that river east to Orsk, which is 150 miles east from Orenburg, 300 south from Ekaterineburg, and 600 miles from the Caspian Sea by the windings of the Ural. This may be said to be the termination of the European portion of the Central Asian Railway; the Asiatic division then commences. From Orsk the road continues south-eastward to Tashkent in Khokan, a distance of about 800 miles; it will have to pass through swamps and deserts and over mountains and rivers, which will involve an enormous amount of bridging, tunneling, piling, and excavating. The projected line will eventually pass into Cashgar, where it will effect a junction with a contemplated line from Ormus on the Persian Gulf, which crossing Afghanistan into Cashgar is intended to be carried to Peking. The route now sanctioned for the Central Asian Railway may thus be said to run a little north of that originally proposed in Eastern Europe, and east of that formerly mapped out in Western Asia. The authorized route secures Turkestan and will consequently strengthen Russian conquests in that quarter, but it lies, upon the whole, outside British territory in Asia.

—Herapath.

Iron and Steel.

"What is iron and what is steel?" we might have said in the above head, with the same application of reply. In all the tests of iron and steel, their character and constitutions, there seem to have been facts of what each specimen contains in the way of ingredients, but only in a small way has any attempt been made to discover what and how much of each ingredient is necessary for the production of certain kinds of metals. If the metallurgist will preface all his experiments with mixing the different ingredients found in steel and iron, and thus discover what is necessary to and what is not necessary or injurious to, then his further operations will be intelligible to himself and others. The questions, what is steel and what is iron? are not yet answered. It may be known what certain specimens contain by way of mineral characteristics, but while we know the character thus far, there is something else lacking to enable a uniform production, except by using such and such native-found ingredients in proportions found to produce, without being able to eliminate from or add to other ingredients differing in a small degree. To knowingly produce uniform iron and of a desired character is not yet possible. When will it be?

To know where and how far to use iron and how far steel, or both, is in the same unknown future as the production of these perfectly adapted metals. If their characteristics, as related to heat and cold, hardness and softness, strength or brittleness, were perfectly known, then the use of either or both would be readily determined. The only definition yet to be given to iron is that it is one of the metallic elements, and which exists under various circumstances and in connection with various chemical ingredients, some beneficial and some hurtful. The term steel indicates that this metallic element has lost or taken on some

additional ingredients better adapting it to mechanical uses. All steel is iron, but not all iron is steel. There are no chemical ingredients in steel not found in iron, but many in iron not good in steel.

The only knowledge thus far is the slow one of experience. A bridge falls, but the reason is hard to discover. An iron or steel boiler or fire box burns and corrodes and bulges and crystallizes, and years of time, and perhaps fortunes and lives are lost to learn that the iron or steel was not of a character to stand the labor against it. Direct tests for direct knowledge is postponed year by year, when all the expense of such tests would be regained in a short time were the tests known. It is a simple matter to construct a boiler of a part of two or three kinds of iron, two or three kinds of steel, and steel and iron variously combined, and at once apply the test. If iron is better than steel, or steel better than iron, or steel outside or inside of iron better than either alone, then let us have the knowledge.

If high or low steel or iron of different character for structures will best resist the action of a jarring burden, and the heat and cold of climate, and fierce compression or tensile strain, then let us know it. The St. Louis bridge is built to resist compression, as the spans are arches; the Brooklyn bridge is built to resist tensile strain, as the spans are suspension. It has been proved that the finer the metal the greater the resistance from compression, but it can hardly be true that the hardest steel will better resist strain than a finer quality of homogeneous iron. The Niagara bridge is of iron, and aside from a slight corrosion is in perfect condition.

These tests are the coming points to be established, and the fact that certain uses are made of certain metals of unknown characteristics, and certain results produced from such use, is no definite idea of what would result at another time or in another way. Good and bad usage, and unknown characteristics, are thus leaving the true knowledge of iron and steel in doubt. Experiments by private individuals are always attended with delay and distrust, for the feeling of conservatism and jealousy is still abroad.—*Age of Steel.*

The result of the great struggle which has been going on in Virginia for the governorship seems to have been well received in that State, and to have caused general satisfaction in other States. The nominee, Col. Holliday, is for "economy and solvency," and the platform demands the maintenance of the honor and credit of the State. Virginia, under conservative auspices, is rapidly recuperating, and may now be considered capable of ultimately fulfilling her just engagements, and secure from any attack upon her good name which is not inflicted by her own hands.

The certificate of incorporation of the Baltimore and Ellicott City Railroad Company has been filed in the office of the Secretary of State of Maryland. The termini are Baltimore city, thence through Baltimore county, by the most feasible and practicable route to Ellicott City. The capital stock of the company is \$250,000. The incorporators are Daniel J. McCauley, and John C. Sullivan, of Baltimore county, and Sydney C. Long and Jas. G. McPheeters, of Baltimore city.

The debt of Arkansas with interest computed to 1878 is as follows: Bonds held by the United States \$1,557,186; new bonds \$514,500; old funded bonds \$493,225; new unfunded bonds \$428,558; railroad bonds \$7,384,895; levee bonds \$2,820,686. Total \$17,306,118. The outstanding floating debt is about \$950,000.

RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe.:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,530,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	285,000	235,793	204,447	2,486,583
1877.....	134,864	136,350	189,130	200,681	189,915	185,731	194,000	.....	.....	.....	.....	.....	.....
Central Pacific:													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,508,000	1,279,000	16,970,018
1876.....	994,339	1,017,203	1,184,682	1,427,034	1,757,414	1,646,269	1,541,222	1,689,000	1,886,000	1,957,000	1,673,000	1,411,000	18,184,166
1877.....	1,125,000	951,000	1,242,000	1,416,000	1,575,000	1,391,000	1,366,000	.....	.....	.....	.....	.....	.....
Canada Southern:													
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	131,376	126,552	1,254,386
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	115,798	148,968	158,618	156,986	124,838	109,567	1,681,348
1877.....	107,893	133,365	153,682	172,973	149,312	150,236	124,649	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	305,597	346,850	355,627	364,000	423,445	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	338,907	333,459	346,308	338,095	321,256	362,522	310,160	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,916,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,265	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	643,192	9,046,124
1874.....	654,426	657,497	742,051	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,993	8,255,744
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,460	405,000	469,000	515,000	606,000	556,000	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,923	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,605
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,366	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	363,177	335,595	367,601	333,298	282,631	234,343	3,676,468
Erie:													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,881	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,011,631	1,074,743	1,423,386	1,566,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	151,709	.....
1876.....	142,968	156,111	174,335	148,573	141,289	141,426	138,087	171,381	183,033	188,976	178,401	158,812	.....
1877.....	122,800	136,160	162,000	194,573	162,719	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,631	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,703	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	466,498	460,839	.....	447,409	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,400	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,378,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,297,841	1,275,684	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,238	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,176
Mo., Kan. & Texas:													
1875.....	198,099	204,539	233,095	192,471	187,091	231,444	211,735	263,208	291,927	305,144	300,534	295,738	2,904,925
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,886	296,466	3,217,277
1877.....	237,032	235,308	247,505	221,556	231,307	258,133	253,125	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,857	337,915	3,426,050
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,897	330,111	341,679	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	698,578	1,063,002	1,510,038	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,090	12,500,664
1872.....	657,319	645,090	823,683	1,044,251	1,116,337	1,167,008	1,071,407	1,142,241	1,190,695	1,328,847	1,127,030	891,791	19,199,748
1873.....	742,041	745,100	1,253,470	1,379,009	1,308,450	1,382,096	1,321,643	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,123	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,691,339	1,656,258	1,723,954	1,438,733	.....	.....
1876.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	385,000	3,244,071
1875.....	250,790	291,911	275,910	264,560	275,147	294,631	226,241	283,957	333,776	398,604	429,765	497,650	3,802,942
1876.....	327,190	312,116	295,000	273,009	264,900	252,643	252,821	288,300	374,000	440,600	450,332	486,300	3,990,581
1877.....	377,203	352,407	350,000	281,103	304,000	304,300	292,468	.....	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:													
1875.....	208,088	196,155	243,591	220,692	188,083	178,332	153,497	248,836	246,624	263,240	235,176	265,536	2,636,707
1876.....	246,536	282,879	271,230	234,002	237,354	238,720	216,946	258,686	290,601	329,508	282,511	261,177	3,137,279
1877.....	240,042	250,100	250,352	264,438	227,179	171,856	193,921	.....	.....		

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	Interest.	When Payable.	Market Price.		Amounts outstanding.	Rate.	Payable.	Interest.	When Payable.	Market Price.
National Securities, Aug. 1, 1877.													
Loan of June 14, 1858.....registered	\$280,000	5	Jan. & July.	1874	111	1874		Massachusetts—(\$23,466,304):					
Loan of February 8, 1861.....registered	13,815,000	6	Jan. & July.	1880	111	1880		.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1884	111
.. coupon	4,600,000	6	"	1880	107	1880		.. Harbor Land Improvement bonds, 1874	400,000	5	"	1884	107
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	107	1881		.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	107
Loan of July 17, and Aug. 5, 1861.....registered	126,250,500	6	Jan. & July.	1881	111	1881		.. Union Defense Loan, 1861.....	1,850,000	5	Jan. & July.	1875-76	111
.. coupon	63,070,550	6	"	1881	111	1881		.. Union Defense Loan, 1862.....	50,000	5	June and Dec.	1877-78	109
Loan of Feb. 25, 1862 (5-20s).....registered	53,817,400	6	May & Nov.	1882	111	1882		.. Coast Defense Loan, 1863.....	885,000	5	Jan. and July.	1883	111
.. coupon	21,182,600	6	"	1882	111	1882		.. Bounty Fund Loan, 1863 and 1864.....	8,350,244	5	"	1884	110
Loan of March 3, 1863.....registered	53,817,400	6	Jan. & July.	1881	112	1881		.. War Fund Loan, 1869.....	999,944	5	"	1869	
.. coupon	53,817,400	6	"	1881	112	1881		.. Troy & Greenfield R.R. & Tunnel Loan	10,971,992	5	Various.	1882-84	109
Loan of March 3, 1864 (5-20s).....registered	53,817,400	6	May & Nov.	1884	111	1884		.. B. & Erie R. R. Loan	3,599,020	5	Jan. & July.	1900	
.. coupon	53,817,400	6	"	1884	111	1884		Michigan—(\$1,664,000):					
Loan of June 30, 1864 (5-20s).....registered	1,583,550	6	May & Nov.	1885	111	1885		.. Renewal Loan bonds, 1859.....	105,000	6	"	1878	101
.. coupon	1,583,550	6	"	1885	111	1885		.. Two Million Loan bonds, 1863.....	1,032,000	6	"	1878-83	105
.. 2d series (5-20s).....registered	72,180,000	6	Jan. & July.	1885	107	1885		.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	111
.. 3d series (5-20s).....registered	120,155,000	6	Jan. & July.	1885	107	1885		Minnesota—(\$2,755,000):					
.. 4th series (5-20s).....registered	98,133,000	6	Jan. & July.	1887	109	1887		.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	1877-79	
.. 5th series (5-20s).....registered	212,479,900	6	Jan. & July.	1888	111	1888		.. State Buildings Loan, 1873, coupon	250,000	7	"	1883-83	
.. 6th series (5-20s).....registered	15,691,000	6	Jan. & July.	1888	111	1888		.. Railroad Aid bonds, 1868, (repudiated).	2,275,000	7	"	1887	
.. 7th series (5-20s).....registered	21,782,500	6	Mar. & Sept.	1904	109	1904		Missouri—(\$17,539,000):					
.. 8th series (5-20s).....registered	142,214,850	6	"	1904	112	1904		.. State Debt Proper, 1865 and 1868.....	439,000	6	"	181-91	109
.. 9th series (5-20s).....registered	52,351,450	6	"	1904	112	1904		.. Consolidation bonds, 1868.....	2,727,000	6	"	1888	
.. 10th series (5-20s).....registered	219,249,650	6	"	1904	112	1904		.. Funding Bonds, 1874.....	1,100,000	6	"	184-95	109
.. 11th series (5-20s).....registered	289,150,700	6	"	1904	112	1904		.. Railroad Aid bonds, 1863-68.....	15,968,000	6	"	1879-87	109
.. 12th series (5-20s).....registered	111,956,100	6	"	1904	112	1904		.. State Institution bonds, 1872 to 1874.....	505,000	6	"	1872-84	105
.. 13th series (5-20s).....registered	43,043,900	6	"	1904	112	1904		Nevada—(\$160,000):					
.. 14th series (5-20s).....registered	11,979,280	6	"	1904	112	1904		.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881	
.. 15th series (5-20s).....registered	14,000,000	6	"	1904	112	1904		New Hampshire—(\$3,519,100):					
.. 16th series (5-20s).....registered	64,833,512	6	"	1904	112	1904		.. War Loan bonds, of 1861.....	213,000	6	Jan. & July.	1877-78	102
.. 17th series (5-20s).....registered	259,158,182	6	"	1904	112	1904		.. War Loan bonds, of 1864.....	600,000	6	Mar. & Sept.	184-86	108
.. 18th series (5-20s).....registered	19,781,336	6	"	1904	112	1904		.. State bonds, 1873.....	500,000	6	Jan. & July.	1879-80	108
.. 19th series (5-20s).....registered		6	"	1904	112	1904		.. Equalization (Municipal) bonds, 1872.....	2,206,100	6	"	1872-86	113
.. 20th series (5-20s).....registered		6	"	1904	112	1904		New Jersey—(\$2,486,300):					
.. 21st series (5-20s).....registered		6	"	1904	112	1904		.. War Loan (tax free) bonds, 1861.....	1,000,000	6	"	1874-84	108
.. 22nd series (5-20s).....registered		6	"	1904	112	1904		.. War Loan (tax free) bonds, 1863.....	900,900	6	"	186-90	
.. 23rd series (5-20s).....registered		6	"	1904	112	1904		.. War Loan bonds, 1864.....	593,400	6	"	187-92	
.. 24th series (5-20s).....registered		6	"	1904	112	1904		New York—(\$29,776,797):					
.. 25th series (5-20s).....registered		6	"	1904	112	1904		.. Bounty Loan bonds, coupon.....	1,057,000	7	"	1877	101
.. 26th series (5-20s).....registered		6	"	1904	112	1904		.. Bounty Loan bonds, registered.....	14,855,000	7	"	1877	101
.. 27th series (5-20s).....registered		6	"	1904	112	1904		.. State (Deficiency) Stock, '35, part at will	889,781	6	J. A. J. & O.	1878	106
.. 28th series (5-20s).....registered		6	"	1904	112	1904		.. Canal Stock (old).....	850,000	6	June & Dec.	1877	102
.. 29th series (5-20s).....registered		6	"	1904	112	1904		.. Canal Stock, 1872.....	1,562,900	6	Jan. & July.	1867	129
.. 30th series (5-20s).....registered		6	"	1904	112	1904		.. Canal Stock, 1873.....	847,500	6	"	1883	115
.. 31st series (5-20s).....registered		6	"	1904	112	1904		.. Canal Stock, 1874.....	4,302,600	6	"	1891	119
.. 32nd series (5-20s).....registered		6	"	1904	112	1904		.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	119
.. 33rd series (5-20s).....registered		6	"	1904	112	1904		.. Railroad and Improvement (old) bonds	4,738,800	6	Jan. & July.	1875-96	17
.. 34th series (5-20s).....registered		6	"	1904	112	1904		.. Railroad and Improvement (old) bonds	3,639,400	6	April & Oct.	1875-96	17
.. 35th series (5-20s).....registered		6	"	1904	112	1904		.. Railroad and Improvement (new) bonds	2,383,000	6	Jan. & July.	1875-96	7
.. 36th series (5-20s).....registered		6	"	1904	112	1904		.. Railroad and Improvement (new) bonds	1,695,000	6	Jan. & July.	1875-96	7
.. 37th series (5-20s).....registered		6	"	1904	112	1904		.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	81
.. 38th series (5-20s).....registered		6	"	1904	112	1904		.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	8
.. 39th series (5-20s).....registered		6	"	1904	112	1904		.. Special Tax bonds.....	11,407,000	6	"	188-90	1
.. 40th series (5-20s).....registered		6	"	1904	112	1904		Ohio—(\$7,983,205):					
.. 41st series (5-20s).....registered		6	"	1904	112	1904		.. Loan (sinking fund), 1850.....	11,885	6	Jan. & July.	1875	
.. 42nd series (5-20s).....registered		6	"	1904	112	1904		.. Loan (sinking fund), 1860.....	4,082,810	6	"	1881	104
.. 43rd series (5-20s).....registered		6	"	1904	112	1904		.. Loan (sinking fund), 1866.....	2,400,000	6	"	1889	111
.. 44th series (5-20s).....registered		6	"	1904	112	1904		Oregon—(\$246,027):					
.. 45th series (5-20s).....registered		6	"	1904	112	1904		.. Bounty and Relief bonds.....	4,027	7	"	1875-84	
.. 46th series (5-20s).....registered		6	"	1904	112	1904		.. Willamette Canal and Lock bonds, 1870	200,000	7	"	1890	
.. 47th series (5-20s).....registered		6	"	1904	112	1904		Pennsylvania—(\$24,568,635):					
.. 48th series (5-20s).....registered		6	"	1904	112	1904		.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	104
.. 49th series (5-20s).....registered		6	"	1904	112	1904		.. Loan of April 1852, reg. and coup.....	395,000	5	Jan. & July.	1882	101
.. 50th series (5-20s).....registered		6	"	1904	112	1904		.. Loans, May '52 & Apr. '52, reg. & coup.	3,518,500	5	Feb. & Aug.	1877-78	109
.. 51st series (5-20s).....registered		6	"	1904	112	1904		.. Loan.....	87,000	4	"	1882	
.. 52nd series (5-20s).....registered		6	"	1904	112	1904		.. Stock Loan of Feb. 2, 1897, 2d series.....	3,000,000	6	"	1877	102
.. 53rd series (5-20s).....registered		6	"	1904	112	1904		.. Stock Loan of Feb. 2, 1897, 3d series.....	9,995,800	6	"	1882	112
.. 54th series (5-20s).....registered		6	"	1904	112	1904		.. Agricultural College Land Scrip, 1872..	500,000	6	April & Oct.	1876	
.. 55th series (5-20s).....registered		6	"	1904	112	1904		Rhode Island—(\$2,638,000):					
.. 56th series (5-20s).....registered		6	"	1904	112	1904		.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	107
.. 57th series (5-20s).....registered		6	"	1904	112	1904		.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Various.	186-94	
.. 58th series (5-20s).....registered		6	"	1904	112	1904		South Carolina—(\$14,537,295):					
.. 59th series (5-20s).....registered		6	"	1904	112	1904		.. State House Stock, 1856 to 1861.....	944,018	6	Jan. & July.	1877-89	40
.. 60th series (5-20s).....registered		6	"	1904	112	1904		.. State House bonds, 1853 and 1864.....cur.	287,000	6	"	1875-96	17
.. 61st series (5-20s).....registered		6	"	1904	112	1904		.. Blue Ridge R. R. bonds, 1864.....	867,000	6	"	1875-97	36
.. 62nd series (5-20s).....registered		6	"	1904	112	1904		.. Funding Stock and bonds, 1866.....	824,113	6	"	187-97	36
.. 63rd series (5-20s).....registered		6	"	1904	112	1904		.. Funding and Conversion bonds, 1868-69	3,764,850	6	J. A. J. & O.	1882-90	45
.. 64th series (5-20s).....registered		6	"	1904	112	1904		.. Land Commission bonds, 1869 and 1870.	261,000	6	Jan. & July.	1889	45
.. 65th series (5-20s).....registered		6	"	1904	112	1904		.. Fire Loan Stock of 1883.....	292,641	6	J. A. J. & O.	1889	45
.. 66th series (5-20s).....registered		6	"	1904	112	1904		.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888	88
.. 67th series (5-20s).....registered		6	"	1904	112	1904		.. Consolidated bonds, 1873, reg. and coup.	1,391,084	6	"	1893	
.. 68th series (5-20s).....registered		6	"	1904	112	1904		.. Railroad bond endorsements.....	4,707,608	var	Various.	var.	
.. 69th series (5-20s).....registered		6	"	1904	112	1904		Tennessee—(\$47,185,617):					
.. 70th series (5-20s).....registered		6	"	1904	112	1904		.. State Bonds (direct).....	2,641,000	6	April & Oct.	30 yrs	43
.. 71st series (5-20s).....registered		6	"	1904	112	1904		.. Railroad, etc., Loan bonds.....	28,530,000	6	Jan. & July.	30 yrs	43
.. 72nd series (5-20s).....registered		6	"	1904	112	1904		.. Funding bonds, 1866 and 1868.....	7,141,000	6	"	187-99	43
.. 73rd series (5-20s).....registered		6	"	1904	112	1904		.. Funding bonds, 1873, coupon and reg.....	6,222,000	6	"	1914	43
.. 74th series (5-20s).....registered		6	"	1904	112	1904		Texas—(\$4,822,073):					
.. 75th series (5-20s).....registered		6	"	1904	112	1904		.. State Bonds.....	125,000	6	Jan. & July.	1877	
.. 76th series (5-20s).....registered		6	"	1904	112	1904		.. State Bonds.....	75,000	6	"	1892	
.. 77th series (5-20s).....registered		6	"	1904	112	1904		.. Frontier Defense (gold) bonds.....	697,000	7	"	1910	
.. 78th series (5-20s).....registered		6	"	1904	112	1904		.. Revenue Deficiency (gold) bonds.....	500,000	7	"	1892	
.. 79th series (5-20s).....registered		6	"	1904	112	1904		.. Funding (gold) Bonds.....					

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'01-'99	114
2d Mortgage.....	2,675,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	1889	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization)....	300,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	96
Alabama Central:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	107	Consol. Mortgage for \$2,000,000.	1,241,000	7	Apr. and Oct.	Boston.	1893	100
2d Mortgage.....	2,000,000	7	April & Oct.	"	1888	96		346,000	6	"	"	1893	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	90	Boston, Hartford and Erie:						
Albany Loan.....	933,900	6	"	"	1895	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdel).....	15,000,000	7	Jan. and July.	New York.	1900	104
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	113
Allegheny Valley:							Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	(05)	Boston and Lowell:						
Special Mortgage to Penn.....	5,500,000	5	January.	Harrisburg.	1900	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	31	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	107
Funding Income (traffic guar.)	5,408,900	7	"	Pittsburg.	1894	42	Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1894	....
American Central:							Bonds of 1876.....	161,000	6	Jan. and July.	"	1896	....
1st Mort., guar. by C., B. & Q.	388,000	7	Jan. & July.	New York.	1878	104	Boston and Maine:						
Androscoggin:							Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'02-'94	114
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and New York Air Line:						
Arkansas Central (narrow gauge):							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Am.	1891	....	Boston and Providence:						
Ashtabula, Youngstown & Pitts.							Bonds to purchase P., W. & B.R.R.	500,000	7	Jan. and July.	Boston.	1893	108
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Brunswick and Albany:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	1st Mort. (gold) end. by G. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1900	....
Atchison and Nebraska:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1894	....	Buffalo, Bradford and Pittsburg:						
Atchison, Topeka and Santa Fe:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	86	Buffalo, Corry and Pittsburg:						
Land Gra. & Mortgage (gold)....	3,389,900	7*	April & Oct.	Boston.	1900	77	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mort. (Wichita Br.) traf. guar.	412,000	7	Ja. & July.	"	1902	....	Buffalo and Erie:						
Pottawatomie Land Grant.....	470,000	7	May & Nov.	N. Y. or Bos.	1879	....	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
Consol. Second Mort. (gold)....	3,294,000	7*	April & Oct.	"	1903	16	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Land Income Bonds.....	475,000	12	Jan. & July.	Boston.	....	104	Mort. bonds (" ")	2,850,000	7	Apr. and Oct.	"	1898	103
Atlanta and Richmond Air Line.							Buffalo and Jamestown:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Mortgage.....	1,000,000	6*	.....	New York.	1902	....
Atlantic and Great Western:							Buffalo, New York and Erie:						
1st Mortgage (gold).....	14,222,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	Buffalo, New York & Phila.:						
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	94
Atlantic and Gulf:							2d Mortgage for \$1,000,000....	281,500	10	"	"	1896	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	39	Burlington, Cedar Rapids & Nor.						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	1st Mortgage, atg., skg. fund....	5,400,000	7*	May & Nov.	N. Y. & Lond.	1910	47
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
Atlantic and Lake Erie:							Burlington and Missouri River:						
1st Mort. (gold) for \$5,000,000...	.....	7*	Jan. & July.	New York.	1901	....	Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1893	110
Atlantic, Minn. and Ohio (428 m.):							Stock Bonds pref. 6d lien	298,500	8	Jan. & July.	Boston.	1878	....
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	289,500	8	April & Oct.	N. Y. & Bos.	1879	109
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	106
Atlantic and Pacific:							Stock (common) Bonds.....	401,000	8	"	"	1889	....
Land Mortgage gold bonds.....	2,820,000	6*	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	105
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	"	1888	61	Bonds convertible until 1892...	900,000	8	"	Boston.	1883	96
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (Central Div.) L. G.	794,000	6*	"	"	1901	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Calo and Fulton (Arkansas):						
Income Bonds (for funding)....	529,000	6*	"	"	1883	....	1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	Calo and St. Louis (3 ft. gauge):						
Atlantic and St. Lawrence:							1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	L. " "	1878	....	Calo and Vincennes:						
2d Mortgage (sterling) of 1864...	1,500,000	6*	April & Oct.	"	1884	....	1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1900	....
3d Mortgage (sterling) of 1871...	713,000	6*	May & Nov.	"	1891	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1896	....
Portland City Bonds, 1st M., & L.	787,000	6	"	Portland.	1886	....	California Pacific:						
Bald Eagle Valley:							1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Extension, or 2d Mortgage	3,500,000	7*	"	"	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	First Income bonds.....	1,000,000	10*	.....	"	1891	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	.....	1891	....
Loan of 1850-'50.....	579,500	6	Jan. & July.	Baltimore.	1880	104	Camden and Amboy:						
Loan of 1855-'55.....	1,710,000	6	April & Oct.	"	1885	104	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	102
Loan of 1865-'60 (Balt.) skg. fd.	3,253,028	6	Jan. & July.	"	1890	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	100
Loan of 1870-'75 (atg.) skg. fund.	3,398,956	6*	March & Sept.	Lond.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	111
Loan of 1872-1902 (atg.) S. F.	9,198,852	6*	"	"	1902	....	Sterling Loan, S. F. (\$392,000).	1,286,080	6*	Feb. & Aug.	Lond.	1890	....
Loan of 1874-1910 (atg.) S. F.	9,676,000	6*	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	113
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	95
1st Mortgage (R. R.) gold guar....	3,000,000	6*	April & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	104
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg. fd.) d for \$9,000,000	9,000,000	7*	J. n. & July.	New York.	1906	48
Bay City and East Saginaw:							2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
1st Mort. guar. by F. & P. Mq. Co.	100,000	10	Jan. & July.	Detroit.	1								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	878,000	7	Feb. & Aug.	New York.	1891	....	2d Mort. (now 1st) guar. C. & N.W.	568,200	7	Jan. & July.	Boston.	1890	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	90	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p.m.	2,400,000	7	May & Nov.	"	1916	1001	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6*	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7*	"	"	1900	....
2d Mortgage Government st. aid.	1,600,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7*	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	640,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6*	"	"	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	108
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	321	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	"	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1899	....
Central of L. I. (Flush. N.C. & C.)							1st Mortgage.....	3,600,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	851	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	1104	1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	1031
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	160
Loan of Loh. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer.)	2,500	8	May & Nov.	"	1874	....
Consol. Mort. for \$25,000,000....	15,000,000	7	"	New York.	1899	841	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	894
Central Ohio (B. and O.):							1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	981	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	62
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	748,000	7	"	"	1899	841
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	1895-99	1061	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	1181
Convertible 20 years bonds, gold	1,483,000	7*	"	"	1883	1031	2d Mort. (")	1,315,000	7.5	"	"	1899	1001
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	Sacramento.	1884	1081	1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	"	1902	85
2d Mort. (Government Subsidy)	27,855,880	6	"	U.S. Treasury.	1895-99	....	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,785,000	6*	"	New York.	1899	1001	2d Mortgage.....	675,000	7	April & Oct.	"	1884	91
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	"	"	1888	85	Equipment and Bridge Bonds...	219,000	10	June & Dec.	"	1883	....
1st Mort. (S. Fr., Okla. & Ala.)...	500,000	8*	"	"	1890	....	Consol. Mort. for \$35,000,000....	5,710,000	7	Jan. & July.	"	1905	87
1st Mort. (San Joaquin V.D.) gold	6,030,000	6*	April & Oct.	"	1900	89	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) gold	9,209,000	6*	"	"	1890	981	Preferred sinking fund (193 m.)	1,288,700	7	Feb. & Aug.	New York.	1885	1034
Central Vermont:							General 1st Mortgage (193 m.) ..	3,578,000	7	"	"	1886	1041
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	10	Funded coupons (193 m.).....	740,300	7	May & Nov.	"	1883	104
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	"	1885	1001
1st Mort. (Stam., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	501	Green Bay Ext. (26 m. & 76,000 a.)	285,000	7	"	"	1885	1001
Income and Extension Bonds...	1,008,600	8	May & Nov.	"	1902	40	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	107
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	1889	39	Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....
Equipment Mort. (")	1,000,000	8	"	"	1889	39	Mississippi River Bridge.....	186,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	361	1st Mortgage (Peninsula).....	328,000	7	March & Sept.	"	1898	....
Missisquoi R.R. (")	500,000	7	"	"	1891	....	Consol. skg fund (C. & N.W.R'y)	4,277,000	7	F. M. A. & N.	"	1915	1051
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds...	9,758,000	7*	June & Dec.	"	1902	89
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Funded interest on 1st Mort.	187,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R. W.) guar	1,700,000	7	Jan. & July.	"	1898	108
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	"	"	1888	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76	Chicago and Paducah (C. R. & Q.):						
Chattanooga:							1st Mortgage \$24,000 p. m. gold...	2,504,000	7*	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chl., Pekin & Southw'n (C. & B. Q.)						
Chesaw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage skg. fund.....	5,000,000	7	Jan. & July.	New York.	1896	100
Cherry Valley, Sharon and Alb.							Branch Bonds Sinking Fund...	1,000,000	6	Feb. & Aug.	"	1895	100
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	New Mort. bonds for \$12,500,000	4,000,000	6	Jan. & July.	"	1917	104
Chesapeake and Ohio:							Chl. & Southw'n (C. R. I. & Pac.)						
1st M. (gold) skg fund for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	22	1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. Extension (con. or reg)	5,428,000	7*	Jan. & July.	"	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago and Superior:						
2d Mort. (") coupon.....	902,000	6	"	"	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Income (") coupon.....	300,000	8	"	"	1876	....	Chillicothe and Brunswick:						
Funded interest, coupon.....	160,500	8	"	"	1877	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cheshire:							Cincinnati and Baltimore:						
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	177-96	981	1st Mort. guar. by B. & O. & M. & O.	322,000	7	Jan. & July.	Baltimore.	1900	95
Chester Creek (Phil. & Balt. Cent.)							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by F. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863.....	1,218,000	7	May & Nov.	New York.	1880	....
Chester and Tamara:							2d Mortgage of 1865.....	498,000	7	Jan. & July.	"	1885	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Consol. B. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	1905	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage, pref. sinking fund.	23,000	7	May & Nov.	New York.	1877	107	1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1880	117	Cincinnati, Lafayette and Chi.: ..						
2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	106	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	84
Consol. Bonds (\$200 atg. each).	4,379,850	6*	Jan. & July.	London.	1903	....	Consolidated Mortgage.....	471,000	7*	June & Dec.	"	1914	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	106	Cincinnati and Martinsville:						
2d Mort. (") coupon.....	188,000	7	Jan. & July.	"	1895	....	1st Mort., guar. by I. C. & L. F.	400,000	7	Feb. & Aug.	New York.	1905	....
3d Mort. (") coupon.....	4,300,000	7	Feb. & Aug.	"	1900	80	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund.....	3,570,000	8	Jan. & July.	New York.	1883	1151	Cincinnati, Richmond & Chicago:						
Trust Mortgage skg fund conv.	156,000	8	"	"	1883	....	1st Mortgage guar. by C. H. & D.	580,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	467,000	7	April & Oct.	"	1890	....	2d Mortgage.....	65,000	7	"	"	1889	....
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1898	184	Cinc., Rich. & Ft. Wayne (G. R. & I.)						
Bonds of 1875, Sinking Fund....	448,000	5	June & Dec.	"	1903	89	1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Consol. Mortgage for \$30,000,000.	10,432,000	7	"	"	1909	1091	Cincinnati, Sandusky and Clev.: ..						
1st Mort. (Am. Cen. R.R.) guar.	888,000	8	"	New York.	1878	....	1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	50
1st Mort. (Chr. and Burl.) guar.	996,000	8	May & Nov.	"	1879	....	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Dir. Peo. & Han.) guar.	583,500	8	Jan. & July.	"	1889	....	1st Mort. (San. City and Ind.)...	350,000	7	March & Sept.	"	1877	....
1st Mort. (Ill. Gr. Trunk) guar.	900,500	8	April & Oct.	Boston.	1890	....	1st Mort. (Col. Spring. & Cine.)	1,000,000	7	"	New York.	1901	....
1st Mort. (Keok. & St. Paul) guar.	318,000	8	"	"	1879	....	Cincinnati and Springfield:						
1st Mort. (O. & Fox Rv.) guar.	1,079,000	8	Jan. & July.	N.Y. & Bos.	1900	....	1st Mort. (guar. by C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	....
1st Mort. (Peo. and Han.) guar.	277,000	8	"	New York.	1878	....	2d Mortgage.....	588,255	7	Jan. and July.	"	1902	....
1st Mort. (Quincy & War.) guar.	725,000	8	"	N.Y. & Bos.	1890	....	Cincinnati, Wabash and Mich.: ..						
2d Mort. (Northern Cross) gold.	891,000	4*	"	Frankfort.	1890	....	1st Mortgage for \$16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Chicago and Canada Southern:							Clev., Col., Cin. & Indianapolis:						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....	1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	1001
Chicago, Cincinnati and Louisv.: ..							1st Mort. (C. O. & O. R. R.)...	200,000	7	June & Dec.	"	1874-84	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mort. (Bell. and Ind. R.R.)...	435,000	7	Jan. and July.	"	1899	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$ 600,000	7	Jan. and July	New York.	1913	....	Detroit & Bay City (Mich. Cent.):	\$ 2,830,000	8	May and Nov.	New York.	1902	70
Construction and Equip. bonds.	1,096,000	6	" "	" "	1892	104	1st Mort. (\$424,000 guar.)	1,826,000	8	Jan. & July.	New York.	1891	....
4th (now 5d) Mortgage guar.	1,487,000	7	May & Nov.	" "	1900	110	Detroit, Eel River and Illinois:						
Consol. sinking fund bonds.	1,000,000	7	Jan. & July.	New York.	1880	104	1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York.	1890	....
Clev., Painesville & Ashtabula:	1,000,000	7	April & Oct.	" "	1892	108	2d Mort. \$16,000 p. m. guar.	900,000	8	Jan. & July.	" "	1881	....
Regist'd b'de (ass'd by LS&MS).	1,000,000	7	Jan. & July.	New York.	1885	108	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	849,000	7	April & Oct.	" "	1898	104	1st Mortgage (coupon) guar.	8,219,000	8	April & Oct.	Boston.	1896	....
Cleveland and Toledo:							2d Mortgage, (on Branches).	675,000	8	June & Dec.	" "	1897	....
1st Mort., a.f. (ass'd by LS&MS).	1,595,000	7	Jan. & July.	New York.	1885	108	2d Mortgage.	1,359,000	8	Feb. & Aug.	" "	1893	44
2d Mortgage (")	849,000	7	April & Oct.	" "	1898	104	1st Mort. (Ionia and Lansing).	770,000	8	Jan. & July.	New York.	1889	....
Colebrookdale:							2d Mort. (")	81,000	8	May & Nov.	" "	1880	....
1st Mort. guar. by Ph. and Rdg.	554,700	6	June & Dec.	Philadelphia.	1898	50	Detroit & Milwaukee (Gt. W. of Ca.):						
Colorado Central (3 ft. gauge):							1st Mortgage, (D. & M.R.R.)	2,500,000	7	May & Nov.	New York.	1876	....
1st Mortgage.	225,000	8	June & Dec.	Boston.	1890	....	2d Mortgage (")	1,000,000	8	" "	" "	1876	....
Columbus, Chicago & Ind. Cent.:							1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1876	....
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	26	2d Funded Coup. (")	375,784	7	May & Nov.	" "	1876	....
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	" "	1909	5	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
Income convertible.	3,893,000	7	" "	" "	1890	....	2d Mort. (")	100,000	7	Jan. & July.	" "	1878	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	1893-96	....	3d Mort. (")	250,000	8	Feb. & Aug.	" "	1846	....
2d Mort. (")	344,400	7	Jan. & July.	" "	1890	....	Bonds of Sept. 1, 1866.	110,000	7	March & Sept.	" "	1886	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....	Bonds of June 30, 1866.	1,702,317	6 1/2	Jan. & July.	" "	1886	....
1st M., a.f. (")	39,650	7	May & Nov.	" "	1896	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1906	106
2d Mort. (")	821,000	10	May & Nov.	" "	1904	....	Dixon, Peoria and Hannibal:						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" "	1883	....	1st Mort. guar. by C. B. and Q.	563,500	8	Jan. & July.	New York.	1889	101
2d Mortgage (Ind. Central).	668,500	7	Feb. & Aug.	" "	1882	....	Dubuque and Sioux City:						
1st Mort. (Tol., Logansport & Bur.)	664,500	7	Feb. & Aug.	" "	1884	....	1st Mortgage tax free.	882,000	7	Jan. & July.	New York.	1883	106
Income (")	74,024	7	" "	" "	1906	....	Dubuque Southwestern:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1906	....	1st Mortgage.	450,000	7	April & Oct.	New York.	1883	....
Columbus, Springfield and Cin.:							1st Mortgage, preferred.	75,500	7	Jan. & July.	" "	1883	....
1st M. (assumed by Cin., S. & O.)	1,000,000	7	March & Sept.	New York.	1901	....	Dunkirk, Allegheny Val. & Pittsb.:						
Columbus and Hocking Valley:							1st Mortgage (gold).	1,200,000	7	June & Dec.	New York.	1900	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dutchess and Columbia:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	" "	1880	....	1st Mortgage Jan. 1, 1868.	1,500,000	7	Jan. & July.	New York.	1908	....
General Mortgage.	634,000	7	" "	" "	1892	....	East Alabama and Cincinnati:						
Columbus and Xenia:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	" "	1890	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Brandywine & Waynesboro:						
Connecticut and Passumpsic Riv.:							1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
New Mortgage for \$1,500,000.	1,350,000	7	April & Oct.	Boston.	1893	103	East Pennsylvania (Ph. & Rdg.):						
Coupon Notes.	129,000	7	June & Dec.	" "	1881	93	1st Mortgage, guaranteed.	495,000	7	March & Sept.	Philadelphia.	1888	104
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	" "	1889	83	East Tennessee, Virginia & Ga.:						
Connecticut River:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	90
1st Mortgage skg fund.	250,000	6	March & Sept.	Boston.	1878	....	2d Mortgage.	190,000	4	" "	" "	1887	....
Connecticut Valley:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	92,000	6	Jan. and July.	" "	1886	....
1st Mortgage tax free.	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga., old)	835,000	6	" "	" "	1880-85	....
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	" "	" "	1876	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,234	107	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage.	100,000	7	March & Sept.	New York.	1889	....	Loan of 1867.	....	7	" "	" "	1887	....
Cowanque Valley:							Loan of 1868.	....	6	" "	" "	1888-89	....
1st Mortgage, gold.	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1869.	....	6	May & Nov.	" "	1889	....
2d Mortgage.	100,000	7	May & Nov.	" "	1882	....	Ten year coupon notes.	....	7	" "	" "	1892	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.	....	7	" "	" "	1883-84	....
1st Mortgage.	803,500	6	March & Sept.	New York.	1891	....	Sinking Fund Bonds.	....	7	May & Nov.	" "	1884	....
2d Mortgage, sinking fund.	648,000	6	May & Nov.	" "	1888	....	Sterling Sink. Fd. Bonds.	3,049,200	6 1/2	March & Sept.	London.	1893	....
Cumberland Valley:							Certif. of Indebt. Sept. 1, 1870.	11,796,000	3 1/2	" "	Boston.	1906	49
1st Mortgage.	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.	109,500	8	" "	" "	1908	....	1st Mortgage.	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.	81,300	6	" "	" "	1884	....	2d Mortgage.	200,000	6	April & Oct.	" "	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870.	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870.	200,000	7	" "	" "	1890	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872.	200,000	7	" "	" "	1892	....	1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	104
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed.	670,000	5	April & Oct.	" "	2802	50
1st Mortgage.	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:						
2d Mortgage.	300,000	7	" "	" "	1885	....	1st Mortgage, extended.	2,483,000	7	May & Nov.	New York.	1897	116
Danv., Urb. Bloomington & Pekin:							2d Mortgage.	2,174,000	7	March & Sept.	" "	1879	106
1st Mortgage.	2,000,000	7 1/2	April & Oct.	New York.	1909	....	3d Mortgage.	4,852,000	7	" "	" "	1883	106
Davenport and St. Paul:							4th Mortgage convertible.	2,937,000	7	April & Oct.	" "	1880	1.84
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	5th Mortgage convertible.	709,500	7	June and Dec.	" "	1888	402
Dayton and Michigan (C.H. & D.):							Buffalo Branch, 1st mortgage.	182,500	7	Jan. & July.	" "	1891	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Sterling loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1875	....
2d Mortgage, guar.	426,000	7	March & Sept.	" "	1884	....	1st Consol. Mort. for \$20,000,000.	12,076,000	7 1/2	" "	N.Y. & London.	1920	....
3d Mortgage, guar.	351,000	7	April & Oct.	" "	1888	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	1886-94	....	Convertible bonds.	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered.	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage.	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.	135,000	7	June & Dec.	" "	1879	....	2d Mortgage.	92,800	7	April & Oct.	" "	1890	....
Income Bonds.	252,445	6	" "	" "	1879	....	Consolidated Mortgage.	2,192,000	7	Jan. & July.	" "	1898	....
Dayton and Western (L. M. R.R.):							Equipment Mortgage.	750,000	7	April & Oct.	" "	1890	....
1st Mortgage (assumed).	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage (")	495,000	6 1/2	Jan. & July.	" "	1905	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	....
Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6 1/2	March & Sept.	" "	1899	....
1st Mortgage.	500,000	8	March & Sept.	New York.	1901	....	New Mortgage for \$3,000,000.	....	....	....	....	....	....
Delaware and Bound Brook:							Evansville and Crawfordsville:						
1st Mortgage.	1,200,000												

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	106
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,888,000	7	April & Oct.	"	1895	63
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (Cent. R. R. Exten.)...	200,000	7	May and Nov.	"	1893	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	...
1st Mort. (North Shore).....	148,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,598,000	5*	"	"	1903	...
1st Mort. (Whitestone & W.)...	93,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C. B. & Q.)						
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage guaranteed.....	900,500	8	April & Oct.	Boston.	1890	109 1/2
Fonda, Johnstone & Gloverville:							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fort Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	42 1/2	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indianapolis, Blooming. & West:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	22
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	...
2d Mortgage.....	500,000	8	"	"	1896	....	2d Mortgage.....	1,800,000	8	"	"	1890	2
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	....
2d Mortgage.....	100,000	8	"	"	1883	89	Indianapolis & Vincennes:						
Frederick and Pennsylvania Line:							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Fremont, Wilkorn & Mo. (S. C. & P.)							International and Gt. Northern:						
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	67
Galena & Ohio Union (C. & N. W.):							Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	74
Galv., Harrisburg & San Antonio.							Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,498,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	....
Geneva, Ithaca and Athens:							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	...
1st Mortgage, s.f. id., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered....	378,000	10	"	"	1883	86 1/2
Georgia (and Banking):							1st Mort. (Ind. & Cin.) 1888.	1,000,000	7	April & Oct.	"	1888	....
Company bonds (debentures)...	830,000	7	Jan. & July.	Augusta	'75-'90	....	1st Mort. (Cin. & Indiana)....	499,000	7	June & Dec.	"	1892	....
Ullman, Clinton & Springfield:							2d Mort. (") guar.....	1,497,000	7	Jan. & July.	"	'77-'82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
Grand Rapids & Indiana:							Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	85	Ionics and Lansing (D. L. & L.M.):						
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
Grand River Valley (Mich. C.):							2d Mortgage.....	81,000	8	May & Nov.	"	1896	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	Iowa Falls and Sioux City:						
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	83
Grand Trunk (Can.):							Iowa Midland (C. & N. W.):						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mort., \$15,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	Ironton (Penn.):						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
1st Preference Bonds \$3,218,149	16,090,748	6*	Jan. & July.	"	Irred.	....	Ithaca and Athens (Penn.):						
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	1st Mortgage gold, s.f. fund....	600,000	7*	Jan. & July.	New York.	1890	103 1/2
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	Jackson, Lansing & Saginaw (MO):						
Provincial Debenture's \$3,111,500	16,567,500	.....	.....	Ottawa.	....	....	1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	90
Great Western of Canada:							1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	....
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	2d Mortgage guar.....	158,000	8	March & Sept.	"	1875	....
Equipment Bonds \$547,000.....	2,734,000	5 1/2	April & Oct.	"	'77-'78	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	61 1/2
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Jacksonville, North West & S. East:						
Debenture Bonds \$1,743,160...	8,716,900	8	Jan. & July.	"	Perp.	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Great Western Railway of 1859:							Jacksonville, Pensac. and Mobile:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	109 1/2	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	84	2d Mortgage.....	3,000,000	8	"	"	1899	....
Green Bay and Minnesota:							Jameson & Frank (L. S. & M. So.):						
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	1st Mortgage guaranteed.....	438,000	7	Jan. & July.	New York.	1897	...
Greenville and Columbia:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage guar. by S. Car....	1,428,848	7	Jan. & July.	Columb.	'81-'86	....	Jelerson (Erie):						
1st Mortgage not guaranteed....	376,768	7	"	"	'81-'86	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
Greenwich and Johnsonville:							2d Mort. (").....	84,000	7	"	"	1889	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section):	2,000,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							Jelersonville, Madison & Indian:						
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	.....	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
Hannibal and Naples (T. W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	Jersey City and Albany:						
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	84 1/2	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
2d Mortgage.....	250,000	7	"	"	1892	76	Joliet and Chicago (C. & Alton):						
Hannibal and St. Joseph:							1st Mortgage s.f. fund guar.....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	108	Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	108	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	90 1/2	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	...	Junction and Breakwater:						
1st Mort. (K. City & Cam. R.R. 65m)	1,200,000	10	Jan. & July.	"	1886	90	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	...
General Land Mortgage (277 m.)	842,000	7	April & Oct.	"	1888	108	Kalamazoo, Allegan & Gr. Rapids:						
Harlem Extension:							1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	...	Kalamazoo and Schoolcraft:						
Harrisburg & Lancaster:							1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New		

AMERICAN RAILROAD JOURNAL.

1041

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Clin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	84	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	1897
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896		1st Mortgage for Cincinnati Br..	8,000,000	7	"	"	"	1900
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899		2d Mortgage for \$1,000,000.....	878,000	6	April & Oct.	"	"	1881
1st Mort. (1,000,000 acres).....	187,000	7*	March & Sept.	N. Y. & St. Lo.	71-76		Louisville Loan.....	100,000	6	Jan. & July.	"	"	73-78
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880		1st Mort. (Louisville & Frankf't)	39,000	6	"	"	"	1902
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1886		1st Mort. (Louis., Clin. and Lex.)	21,000	8	April & Oct.	"	"	1881
1st Mort. (Leavenworth Branch)	600,000	7*	May & Nov.	N. Y. & St. Lo.	1896		1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	"	
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97		Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916		Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1888	
Kent County (Del.)							Mort. main office lot & building.	80,000	7	"	Louisville.	1882	
1st Mortgage for \$800,000.....	400,000	6	Jan. & July.	Philadelphia.	1890		1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-86	
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883		1st Mort. (Memph. & Clarksv. Br.)	2,589,710	6*	Feb. & Aug.	"	1902	
3d Mortgage.....	287,000	7	June & Dec.	"	1885		Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	95
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	84-87	
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904		Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1896	
Funded Interest.....	254,300	8	"	"	1884		Louisville Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99
Keokuk and St. Paul (O.B. & Q.):							Louisville, N. A. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	318,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877		1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	
La. Blooming. & Miss. (T.W. & W.):							1st Mortgage not endorsed.....	100,000	7	"	"	1887	
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	
La. Muncie & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1897	
Lake Erie and Louisville:							2d Mort. " " " " " "	600,000	7	May & Nov.	"	1902	
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892		2d Mortgage " " " " " "	1,100,000	7	April & Oct.	"	1889	
2d Mortgage.....	590,000	7	Jan. & July.	"	1903		Equipment Mortgage.....	150,000	7	"	"	1879	
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897		1st Mort. guar. by Chi. and Sup.	600,000	7	April & Oct.	New York.	1890	
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,146,000	7	April & Oct.	New York.	1879		Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S. F. Reg'd. (d.)...	6,050,000	7	J. A. J. & O.	"	1900	104	\$1,100,000 Loan, tax free.....	756,500	6	Jan. & July.	"	1898	91
Consol. Mort., S. F. Coupon.....	9,105,000	7	Jan. & July.	"	1900	98	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	
2d Consol. Mort. for \$25,000,000.	5,105,000	7	June & Dec.	"	1903		1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bos.	1890	
Bonds of 1892 (Reg. & Coupon)	3,395,000	7	April & Oct.	"	1882		\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	107	1st Mortgage (Portland & Ken.)	217,500	6	April & Oct.	Augusta.	1885	
Reg. Mort. (Clev., Pains. & Ash.)	1,000,000	7	Jan. & July.	"	1880		Consol. (Port. & Kennebec) Loan	1,105,700	6	"	Boston.	1886	
2d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892		2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	
1st Mort. (Mich. So. & Nor. Ind.)	5,285,000	7	May & Nov.	"	1885		1st Mort. (Leeds & Fars'gton)	633,000	6	Jan. & July.	"	1901	
2d Mort. (") " " " "	2,882,306	7	"	"	1877		Bath (Androscoogin) Loan.....	425,000	8	"	"	1891	
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885		Mansfield & Framing. (B.C. & F.):						
2d Mort. (") " " " "	819,000	7	April & Oct.	"	1886		1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882		Marietta and Cincinnati:						
Mort. Bonds (") " " " "	300,000	7	March & Sept.	"	1886		1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	
Mort. Bonds (") " " " "	2,850,000	7	April & Oct.	"	1898		1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	87
1st M. (Det'r, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906		2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	92
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1894		3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	12
1st M. (School. & Three Rivers)	100,000	8	"	"	1887		4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887		1st Mort. (Scioto & Rock. Val.)	300,000	7	May & Nov.	"	1888	
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888		Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	433,000	7	"	"	var		1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	
2d M. (") " " " "	500,000	7	June & Dec.	"	1894		Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)...	1,780,000	8	Jun. & Dec.	New York.	1892	89
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901		1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	
2d Mortgage, for \$1,000,000....	696,000	7	"	"	1900		Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-08	
Elyria and Black Riv. b'ds and d.	180,000	7	May & Nov.	"	1892		Massachusetts Valley (O. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
1st Mort. sfg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900		1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902		2d Mortgage.....	150,000	6	June & Dec.	"	1889	
Lawrence (P. F. W. & Chl.):							Massillon & Clev. (C.M. V. & D.)						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895		1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	
Leavenworth, Atch. & N. West'n:							Memphis and Charleston:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899		1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	
Leaven, Lawrence & Galveston:							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	
1st Mort. sfg fund conv., gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890		Tennessee State Loan.....						
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891		Income Bonds.....	1,314,142	6	March & Sept.	"	73-78	
Lehigh and Lackawanna:							Memphis and Little Rock:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897		1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	
Lehigh Valley:							2d Mortgage.....	1,000,000	8	"	"		
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1893	103	Michigan Air Line (Mich. Cent.):						
1st Mortgage (") reg'd.....	6,000,000	7	March & Sept.	"	1910	112	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	
2d Mortgage for \$6,000,000....	6,000,000	6*	June & Dec.	"	1923	91	Michigan Central:						
General Mort. for \$40,000,000..	6,000,000	6*	"	"	1922	87	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1892	
General Mort., registered.....	1,545,000	7	May & Nov.	Philadelphia.	1902		1st Mortgage sinking fund conv.	1,508,000	8	"	"	1892	112
Lexington & St. Louis (A. & F.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	104
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899		1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	85
Little Miami:							Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	
Street Connection Bonds.....	525,000	6	Jan. & July.	New York.	1883		Michigan Lake Shore:						
Cincinnati Loan.....	100,000	6	May & Nov.	Cincinnati.	1880		1st Mortgage.....	600,000	8	Jan. & July.	New York.		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & S.L. (Nor. Pacific)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack, & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1899	....
1st Mortgage gold, guaranteed.	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							Consol. Mort. for \$3,000,000.	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	New Orleans, Mobile and Texas:						
Mississippi Cent. (N.O. St. L. & Chi.)							1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage.	1,012,500	1	May & Nov.	New York.	'74-'84	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1916	....
2d Mortgage.	2,000,000	8	Feb. & Aug.	"	1886	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1916	....
General Mort. for \$5,000,000 gold	3,709,500	7*	May & Nov.	"	1912	....	New York, Boston and Montreal:						
Mississippi, Onchita & Red Riv.							1st Mortgage for \$12,250,000.	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
1st Mortgage gold.	2,040,000	7*	Jan. & July.	.....	1900	....	New York & Canada (D. & H. C. F.)	4,000,000	6*	May & Nov.	London.	1904	....
Mississippi and Tennessee:							1st Mort. for \$200,000, guar.	4,000,000	6*	May & Nov.	"	1904	....
1st Mortgage.	600,000	7	April & Oct.	Memphis.	1876	....	New York Central & Hudson R.	6,632,900	6	May & Nov.	New York.	1883	105 1/2
Consolidated Mortgage.	1,254,000	8	Jan. & July.	"	'81-'93	....	Debt Certificates (N. Y. Cent.)	14,500	6	May & Nov.	"	1883	....
Tennessee State Loan.	480,647	.....	.....	.....	.....	....	Bonds for B. & N. F. stk (")	500,000	6	"	"	1883	104 1/2
Mississippi Valley and Western:							Bonds for R. R. Stocks (")	162,000	6	"	"	1883	101 1/2
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for Real Estate (")	2,391,000	6	June & Dec.	"	1887	106 1/2
Missouri, Iowa and Nebraska:							Bonds of 1884 renewed (")	1,794,000	7	"	"	1885	113 1/2
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	2d Mort. (Hudson River) S. F.	1,950,000	7	April & Oct.	"	1891	....
Missouri, Kansas and Texas:							Bonds of 1871, tax free.	1,950,000	7	Jan. & July.	"	1903	118
1st Mort. (U. Pac. S. E. R.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	1st Mort. coup. for \$30,000,000	18,465,000	7	"	"	1903	119
1st Mort. (Teb. & Neesho) S. F.	392,000	7*	June & Dec.	"	1903	....	1st Mort. Sterling for \$2,000,000	9,733,333	6*	"	London.	1903	....
Consol. Land Grant, skg fd gold	10,413,000	7*	Feb. & Aug.	"	1904	52 1/2	New York and Harlem:						
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	Consolidated Mortgage of 1863.	103,000	6	Feb. & Aug.	New York.	1893	....
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	"	1881	....
Missouri River, Ft. Scott & Gulf:							Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	118
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1899	62	Consol. Mort. of 1872, reg'd.	7	"	"	"	1900	119 1/2
2d Mortgage.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	N. York, Housatonic & Northern:						
Mobile and Grand:							1st Mortgage.	249,000	7*	April & Oct.	New York.	1902	....
1st Mortgage.	377,500	7	Jan. & July.	Savannah.	1876	....	New York, Kingston & Syracuse:						
2d Mortgage.	360,000	8	"	New York.	1889	....	1st Mort. for \$4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902	....
Plain bonds.	33,600	8	"	Savannah.	1887	....	New York, N. Haven & Hartford:						
Mobile and Montgomery:							1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York and New England:						
2d Mortgage.	800,000	8	"	"	1900	....	1st mortgage, old.	923,000	7	March & Sept.	Boston.	1884	....
Mobile and Ohio:							1st mortgage, new.	343,000	7	Jan. & July.	"	1905	....
1st Mortgage Sterling.	5,636,000	6*	May & Nov.	Mob. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.	1,524,300	8	"	Mobile.	'76-'83	....	1st Mortgage gold, tax free.	5,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds.	769,920	6*	"	London.	1883	....	2d Mortgage convertible.	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds.	1,688,400	7*	Jan. & July.	N.Y. & Lond.	1901	....	2d Mortgage non-convertible.	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville B. & H.)	63,000	8	May & Nov.	Mobile.	1877	....	3d Mort. Equipment.	3,800,000	7	"	"	1896	....
2d Mortgage.	1,463,858	8	March.	"	1877	....	1st Mort. (West. Extension).	2,425,000	7	"	"	1896	....
Consol. Mort. for \$15,000,000.	977,550	7*	Jan. & July.	N.Y. & Lond.	1904	....	Consolidated Mortgage.	1,200,000	7	"	"	1896	....
Convertible 3 per cent. bonds.	977,550	8	M. J. S. & D.	New York.	....	....	New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.):							1st Mortgage.	76,000	6	Feb. & Aug.	New York.	1875	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	Extension Bonds.	250,000	6	May & Nov.	"	'78-'81	....
2d Mortgage.	750,000	7	"	"	....	....	General Mort. for \$1,000,000.	837,000	7	Jan. & July.	"	1899	....
Income Mortgage.	988,400	7	"	"	....	....	Norfolk & Petersburg (A. M. & O.):						
Montgomery and Erie (Erie):							1st Mortgage.	306,000	8	Jan. & July.	New York.	1877	86
1st Mortgage.	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.	157,000	7	"	"	1877	84
2d Mortgage.	47,000	7	April & Oct.	"	1887	....	2d Mortgage.	454,000	8	"	Norfolk.	1893	70
Montgomery and Eufaula:							North Carolina:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1888	....	1st Mortgage.	875,000	8	May & Nov.	Co's Shaps, NC	1878	....
1st Mortgage not endorsed.	380,000	8	June and Dec.	"	1900	....	North Eastern (S. Car.):						
Monticello and Port Jervis:							1st Mortgage.	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage.	232,500	8	"	"	1899	....
Morris and Essex (D. L. & W.):							North Missouri (St. L., K. C. & N.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	114 1/2	1st Mortgage.	3,000,000	7	Jan. & July.	New York.	1895	99 1/2
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	"	1891	104	North Pennsylvania:						
Convertible bonds.	384,000	7	Jan. & July.	"	1900	....	1st Mortgage.	1,930,500	6	Jan. & July.	Philadelphia.	1885	108 1/2
Construction bonds.	673,000	7	Feb. and Aug.	"	1889	100	2d Mortgage.	1,500,000	7	May & Nov.	"	1898	111
Gen'l M. (lat on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	99 1/2	General Mortgage.	2,065,000	7	Jan. & July.	"	1903	105 1/2
Special Mortgage.	1,025,000	7	"	"	1915	....	North Shore (Flush., N.S. & Cent.):						
Consol. mort. for \$25,000,000 guar	3,220,000	7	June & Dec.	"	1915	95	1st Mortgage.	125,000	7	Feb. & Aug.	New York.	1887	....
Nashville, Chattanooga & St. Louis:							Northern Central:						
1st Mort. endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	'74-'83	....	1st Mortgage, Md. State loan.	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mort. (Held by U. S. Gov.).	1,000,000	4	"	"	'81-'91	....	2d Mortgage S. F. Coupon.	1,490,000	6	Jan. & July.	Baltimore.	1885	102
New Mortgage.	4,700,000	7	"	"	1913	31 1/2	3d Mortgage Coupon.	1,126,000	6	April & Oct.	Phila. & Balt.	1900	100 1/2
Nashville and Decatur (L. & Nash.):							Mortgage coupon.	2,599,000	6*	Jan. & July.	Baltimore.	1900	89
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	84 1/2	Mortgage registered.	205,000	6*	April & Oct.	"	1900	....
2d Mortgage gold.	208,000	6*	April & Oct.	Nashville.	1887	....	Consol. General Mort. S. F.	2,925,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Nashua and Lowell:							Second General Mort. coupon.	3,000,000	5	"	Baltimore.	1926	....
Bonds for freight depot.	200,000	6*	Feb. & Aug.	Boston.	1892	102	Second General Mort. coupon.	1,000,000	6	"	"	1926	....
Newark & New York (C. of N. J.):							Northern New Jersey (Erie):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1873	....
1st Mortgage gold.	800,000	7*	May & Nov.	New York.	1889	98	Northern Pacific:						
New Bedford:							1st Mort. on R.R. & lands gold.	30,097,000	7.3	Jan. & July.	New York.	1900	11 1/2
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Northwestern Virginia:						
New Issue for \$380,000.	400,000	7	"	"	1894	105	3d Mort. assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
New Haven and Derby:							Northwestern Union (C. & N.W.):						
1st Mortgage.	525,000	7	Various.	New Haven.	'98-'00	....	1st Mortgage.	3,500,000	7*	March & Sept.	New York.	1915	....
1st Mortgage (coup. & reg.).	3,000,000	7	May & Nov.	New York.	1889	....	Norwich & Worcester (B. H. & E.):						
2d Mortgage.	2,000,000	7	"	"	1881	....	1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
New Haven and Northampton:							Construction Bonds.	240,000	7	"	"	1877	....
1st Mortgage.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Nyack and Northern:						
Convertible bonds, tax free.	750,000	6	April & Oct.	"	'80-'82	....	1st Mortgage.	150,000	7	Jan. & July.	New York.	1890	....
Holyoke and Westfield bonds.	200,000	7	"	"	1891	Ogdensburg and Lake Champlain:						
New Jersey Mid													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt:	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	85	Mortgage Loan, convertible.....	261,000	6	Jan. & July.	Phila. & Bost.	1884	103 1/2
Omaha and Northwestern:							Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
1st Mort. Land Grant, Gold.....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	104 1/2
Omaha and Southwestern:							Loan of 1875.....	800,000	6	" "	" "	1900	....
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	97	Pickering Valley (Phila. & Edg):						
Orange, Alex. and Manassas.....							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
See Wash. C. Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.).....	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	...	....	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	81 1/2
Orange Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.....	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	70
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	110
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	880,000	7	Jan. & July.	" "	1912	112 1/2
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	" "	1912	....
Owensboro and Russellville:							2d Mortgage (Series I).....	880,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	880,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series K).....	880,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	99	2d Mortgage (Series L).....	880,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,550,000	7	Jan. & July.	" "	1891	90	2d Mortgage (Series M).....	880,000	7	April & Oct.	" "	1912	102
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	600,000	6 1/2	April & Oct.	" "	1888	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash. & Baltimore:						
1st Mortgage gold for \$2,305,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'tsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	94
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stig £597,800.	2,889,330	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 10 1/4 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	8	" "	Baltimore.	1883	....
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,500,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N.H.):						
Pemberton & Hights (U.C. of N.J.):							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1899	105	Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage gold (S.F.) 2d series	2,000,000	7 1/2	" "	" "	1900	....	Portland and Oxford Central:						
Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105 1/2	1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	104 1/2	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
(General Mortgage, registered.)							2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	29,250,000	6 1/2	Jan. & July.	London.	1905	90 1/2	Port Royal (S. C.):						
State lien for \$7,500,000, skg f'd	4,795,108	6	April & Oct.	Philadelphia.	77-90	....	1st Mortgage gold, skg f'd.....	2,000,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R.R.	500,000	7 1/2	" "	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	49
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free.....	644,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L. V.):							78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	109	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
Peoria & Bureau Val. (C. R. I. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton & St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guarantee.....	277,000	8	Jan. & July.	Boston.	1878	101 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.....	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	107
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg):							1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	97
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-98	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	114
2d Mortgage.....	500,000	8	" "	" "	1902	....	3d Mortgage.....	150,000	7	" "	" "	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	550,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 36 1/2 m)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,900,000.....	1,798,500	7	May and Nov.	" "	1921	92
1st Mortgage (Md. Div. 9 1/2 m).....	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$8,000,000.	1,092,000	6 1/2	" "	" "	....	....
2d Mortgage (Pa. & Md. 46 m).....	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund.....	800,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	100 1/2	1st Mort. (Peidmont Branch).....	157,800	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	102 1/2	1st Mort. (Northwestern, N.C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	1885	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	94	Consolidated Mortgage.....	1,766,000	6 1/2	May and Nov.	New York.	75-90	75
General Mort. for \$20,000,000.....	7,652,000	6 1/2	" "	Phil									

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,687	5	Jan. & July.	London.	1882-88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,061,500	7	" " "	New York.	1878-88	....
1st Mort. (Cal. & Baring).....	95,200	8	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	"	1902	....
2d Mort. " " ".....	17,500	6	" " "	"	1879	....	Domestic (G) Bonds.....	2,500	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1878	....	Domestic (I) Bonds.....	1,064,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	1890-92	....
1st Mort. (E. D.) gold tax free..	1,500,000	8	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8	" " "	" " "	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " ".....	200,000	7	" " "	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	116	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	110	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort. endor. by Ala. gold....	391,000	8	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	88	Sterling Mort., guar. by L. & N.	2,163,000	6	May & Nov.	London.	1889	....
2d Mortgage Income (Series E)	1,700,000	7	" " "	"	1884	88	South Pacific (Atl. and Pac.)						
Equipment Mortgage.....	200,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,188,500	6	Jan. & July.	New York.	1888	73
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	100	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880-81	99
2d Mort. " " ".....	6,000,000	7	May & Nov.	"	1897	70	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7	June & Dec.	"	1897	....	1st preferred bonds.....	875,000	8	Jan. & July.	New York.	1884-90	86
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7	" " "	"	1897	....	2d preferred bonds.....	621,000	6	" " "	"	1884-90	60
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	....	3d preferred bonds.....	452,800	6	" " "	"	1884-90	42
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1896	....	2d Mortgage.....	600,000	7	March & Sept.	"	1892	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101	1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	998,000	7	March & Sept.	"	1899	....	Southern of L. L:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York.	1901	....	2d Mort. Sink. Fund.....	1,500,000	7	May & Nov.	"	1890	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	1878-88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " "	"	1896	....	2d Mortgage, land grant.....	1,262,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6	April & Oct.	New York.	1888	....
St. Louis, Van & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7	" " "	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	"	1899	....	South Western (Gen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	1872-86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv..	300,000	7	"	"	1872-76	....
1st Mortgage.....	4,500,000	7	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	" " "	"	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	1883-91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (do.) R.R. & Lands.	8,500,000	7	" " "	"	....	....	1st Mortgage gold, tax free....	3,400,000	7	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	.....	7	" " "	"	....	....	2d Mortgage gold, tax free....	446,000	7	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
Sand, Mansfield & Newark (B. & O.)							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	97
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar....	111,800	7	" " "	New York.	1889	....	Income Mort. gold.....	200,000	6	" " "	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	" " "	New York.	1889	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mort., gold, endor. by State.	16,000pm	8	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.)							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free....	400,000	7	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS & MS):							1st Mort. gold, for \$500,000....	500,000	7	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebos and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Seima and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000....	516,000	7	" " "	"	1894	....
Seima, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6	June & Dec.	N.Y. or Lond.	1912	....
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	42
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " "	"	1881	....	1st Mortgage (Eastern Div.)....	1,000,000	7	June & Dec.	New York.	1894	80
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	78
1st Mortgage, on road and lands.	2,000,000	7	Jan. & July.	Philadelphia.	1901	97	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	30
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7											

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	89,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	107 1/2
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	107
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	81
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	107
Troy, Salem & Rutland (R. & S.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6c	Jan. and July.	New York.	1899	100 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	77
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,232,000	6c	Jan. & July.	N. Y. & Bost.	'96-'99	108 1/2	Western Union (Chl. M. & St. P.):						
1st Mort. Land Grant.....	7,404,000	6	Apr. and Oct.	"	1887	103 1/2	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,048,000	8	March & Sept.	New York.	1894	97 1/2	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	82
Omaha Bridge Bonds Sterling.	2,279,000	8c	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6c	May and Nov.	New York.	1895	....	1st Mort. (Swedenboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	95
Union Pacific, S. Br. (M.K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	104
1st Mortgage gold, skg fund.....	3,220,000	6c	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville P. T. & Buff.)							1st Mort. land gr., gold skg fund	3,900,000	7c	Jan. and July.	N.Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. (Southern Extension).	640,000	7c	"	"	1902	....
United N. J. R. R. & Canal Co.:							White Water Valley:						
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103 1/2	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan £360,200 (U. Co's)	1,846,000	6c	"	"	1894	....	Wico Mico and Pocomoke:						
Sterling Loan £360,000 (")	1,800,000	6c	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compa's)	164,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	Wilmington, Colum. & Augusta:						
Sterling S. F. £262,000 (O. & A.M.)	1,310,000	6c	Feb. and Aug.	London.	1890	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	81
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	102	Wilmington and Reading:						
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	103 1/2	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	111	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6c	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7c	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7c	Jan. and July.	New York.	1896	100 1/2
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7 1/2	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	60
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	85
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	7c	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7c	Jan. and July.	Boston.	1901	86
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	101 1/2	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	103 1/2	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,093,750	6	Jan. and July.	Philadelphia.	1886	85
Special Loan 1871.....	213,000	8	Jan. and July.	"	1889	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	5c	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien)	1,099,500	6	Jan. and July.	Baltimore.	1885	82 1/2
Virginia & Tennessee (A.M. & O.):							Delaware Division (L.C. & N.):						
1st Mortgage.....	491,000	6	Jan. and July.	N.Y. & Lynch.	1878	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	98
2d Mortgage.....	990,000	6	"	"	1884	80	Delaware and Hudson:						
3d Mortgage.....	900,000	6	March & Sept.	"	1890	80 1/2	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	100 1/2
Registered Certificates.....	118,000	6	Jan. and July.	"	1875	....	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	91
Funded Interest.....	210,000	8	"	"	1880	....	tered. 3d series, Jan. 1, 1871	6,000,000	7	"	"	1891	97
Wallkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	96
1st Mortgage gold, tax free.....	810,500	7c	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	94
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Debentures.....	41,550	6	"	"	1882	90 1/2
Warren & Franklin (F. T. & B.):							Convertible Loan, gold.....	771,000	6c	March & Sept.	"	1894	92
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80 1/2	1st Mortgage, registered.....	5,351,963	6	J. A. J. & O.	"	1884	101 1/2
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	101
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Mortgage (equip.) Loan, gold....	4,658,500	6c	June & Dec.	"	1897	86 1/2
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	"	"	1911	80
1st Mortgage.....	150,000	9c	May and Nov.	New York.	1898	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
Washington City, Va. Mid. & Gt. So.:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	60 1/2	Monongahela Navigation:						
2d Mort. (")	850,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
3d Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	89	Morris and Banking:						
4th Mort. " " " "	1,200,000	6	Jan. and July.	"	1875	78	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
5th Mort. " " " "	600,000	8	May and Nov.	"	1873	60	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	102
6th Mort. " " " "	700,000	8	March & Sept.	"	1880	38	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	821,000	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	62
Virginia State Loan.....	248,9												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "t." in the column headed "Rolling Stock."

Year ending	Railroad.		Rolling Stock		Property and Assets.				Abstract of General Balance Sheet				Operations.		Earnings.		Market.	Value of Shares.					
	Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Engines.	Cars.	Freight.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	M.			Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.
1876	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1877	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1878	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1879	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1880	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1881	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1882	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1883	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1884	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1885	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1886	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1887	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1888	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1889	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1890	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1891	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1892	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1893	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1894	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1895	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1896	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1897	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1898	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1899	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1900	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Dec. 31, 1875	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics."

Abstract of General Balance Sheet.																																	
Railroad.				Rolling Stock.				Property and Assets.				Liabilities.				Operations.				Earnings.		Value of Shares.											
Main Line.				Branch Line.				2d Track and Sidings.				Railroad in progress.				Engines.				Cars.				Freight.				Net.		Dividends.		Market.	
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[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

For the purpose of recording in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (—) across the column signifies "nil" and running dots (.....) signify "not ascertainable."

[illegible]

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RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Years ending	Railroad.			Rolling Stock.		Companies.			Property and Assets.			Liabilities.			Operations.			Earnings.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.		Engines.		Cars.		Freight.	R. M. E.	Pass.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.		Railroad Operated.	Trains Moved.	Passen-gers.	Freight.	Gross.	Net.	Dividends.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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New York Stock Exchange.

Closing Prices for the week ending Aug. 15.

	Th.9.	F.10.	Sat.11.	M.12.	Tu.13.	W.14.	Th.15.
Adams Express.....	92	92	94	93	93	94	94
Albany and Susq.....							70
1st mortgage.....							98
2d mortgage.....							98
American Express.....	45	45	45	45	45	45	45
Am. Dock and Imp. 7s.....							41
Atlantic & Pacific Tel. 20.....	22	22	23	24	23	22	22
Bost., Hart, & Erie Ist.....							47
Burl. O. R. & Nor. Ist.....							12
Central of N. Jersey 12 1/2.....	12	12	12	11	12	12	12
1st mortgage, new.....							110
7s, consolidated.....	68	68	68	68	68	68	68
7s, convertible.....	64	64	64	64	64	64	64
Central Pacific 6s, gold.....	104	104	107	106	106	106	106
1st M. (San Joaquin) 89.....	89	89	89	89	89	89	89
1st M. (Cal. and Jr.).....							89
Land grant 6s.....							87
Chicago and Alton.....	87	87	87	87	87	87	87
Preferred.....							87
1st mortgage.....							87
Sinking Fund.....							87
Income bonds.....							87
Chic. Burl. & Quincy 90 1/2.....	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
7s, 1883.....							90 1/2
Chic. & Milwaukee Ist.....							25
Chic. Mil. and St. Paul 25.....	25	25	25	25	25	25	25
Preferred.....	68	68	68	68	68	68	68
1st mortgage, 8s.....							91
2d mortgage, 7 1/2-10s.....							91
7s, gold.....							103
1st M. (La. Crosse div.).....	103	103	103	103	103	103	103
1st M. (I. and M. div.) 89 1/2.....	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
1st M. (I. and D. div.).....							99 1/2
1st M. (H. & D. div.).....							99 1/2
1st M. (C. & M. div.).....							99 1/2
Consolidated S. F. 8 1/2.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Chic. & Northwestern 22 1/2.....	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
Preferred.....	53	53	55	55	54	55	55
1st mortgage.....							104
Sinking Fund.....							104
Consolidated 7s.....	108	108	105	105	105	105	105
Consol. Gold bonds.....	89	88 1/2	88 1/2	89	89	89	89
Do. reg.....							95 1/2
Chic. Rock Isl. & Pac. 95 1/2.....	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
7s, 1890.....	109	109	109	109	109	109	109
6s, S. F. 103.....	103	103	103	103	103	103	103
6s, 1917.....	103 1/2	103 1/2	104	104	104	104	104
Olev., Col. C. and Ind.....							78 1/2
1st mortgage.....							78 1/2
Olev. & Pittsburg guar. 81.....	81	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
7s, consolidated.....							78 1/2
4th mortgage.....							78 1/2
Olev., P. and Ash. 7s.....							2
7s, new.....							2
Col. Chl. & Ind. Cent. 2.....	2	2	2	2	2	2	2
1st mortgage.....							26 1/2
2d mortgage.....							43
Del. & Hudson Canal 42 1/2.....	42 1/2	43	45	45	44	45	45
Reg. 7s, 1891.....							97
Reg. 7s, 1884.....							95
7s, 1894.....							42
Del. Lack. & Western 42 1/2.....	42 1/2	42	43	43	42	43	43
2d mortgage 7s.....							105
7s, convertible.....							105
Det., Mon. & Tol. Ist.....							77 1/2
Det. of Columbia 3-6s.....	77	77	77	77	77	77	77
Erie Railway 9 1/2.....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Preferred.....							106 1/2
1st mortgage.....							106 1/2
2d mortgage.....							106 1/2
4th mortgage.....							103 1/2
5th mortgage.....							102 1/2
Great Western 1st mort 9 1/2.....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
2d mortgage.....							64
Hannibal & St. Joseph 11 1/2.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Preferred.....	27 1/2	27 1/2	28	28	28	27 1/2	27 1/2
8s, convertible.....	90	90	90	90	90	90	90
Hudson River 2d mort.....							61 1/2
Illinois Central.....	61 1/2	61 1/2	61 1/2	62 1/2	62 1/2	60 1/2	60 1/2
Kansas Pacific 1st mort.....							53 1/2
Lake Shore & Mich. So. 52 1/2.....	52 1/2	53 1/2	53 1/2	53 1/2	53 1/2	54 1/2	54 1/2
Consol. 7s.....							109 1/2
Consol. 7s, reg.....							109 1/2
2d Consolidated.....							110
Lake Shore Div. bonds.....							110
Leh. & W. B. 7s, Con.....							95 1/2
Long Dock bonds.....							46 1/2
L'ville & Nash. 7s Cons.....							46 1/2
Michigan Central.....	46 1/2	46 1/2	47 1/2	48	47 1/2	49 1/2	49 1/2
7s, 1902.....							104 1/2
8s, 1882.....							104 1/2
M. S. and N. I. Ist, S. F.....							102 1/2
2d mortgage.....							102 1/2
Morris and Essex.....	70	70	70 1/2	70 1/2	70 1/2	71	71
1st mortgage.....							104
2d mortgage.....							104
7s of 1871.....							104
7s, convertible.....							104
7s, consolidated.....							104
N. Y. Cent. & Hud. Riv 94 1/2.....	94 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
7s, Sinking fund, 1876.....							105 1/2
6s, Sinking fund, 1883.....							118
6s, Sinking fund, 1887.....							118
1st mortgage.....							141
1st mortgage, reg.....							117 1/2
Preferred.....							117 1/2
1st mortgage.....							117 1/2
1st mortgage, reg.....							117 1/2

New York Stock Exchange.

Closing Prices for the week ending Aug. 15.

	Th.9.	F.10.	Sat.11.	M.12.	Tu.13.	W.14.	Th.15.
New Jersey.....							161 1/2
N. Y. N. Haven & Hart.....							90 1/2
North Missouri Ist M.....							3 1/2
Ohio and Mississippi.....							3 1/2
Preferred.....							3 1/2
2d mortgage.....							85
Consolidated 7s.....							85
Consol. Sinking fund.....							21 1/2
Pacific Mail S. S. Co. 21 1/2.....	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Pacific R. R. of Mo.....							99 1/2
1st mortgage.....							90
2d mortgage.....							108
Panama.....	108	110	110	110	110	110	110
Pitts., Ft. W. & Chi. 87 1/2.....	87 1/2	88	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
1st mortgage.....							17 1/2
2d mortgage.....							27 1/2
3d mortgage.....							27 1/2
Quicksilver Mining Co. 15.....	15	17	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
Preferred.....							27 1/2
St. L., Alton and T. H.....							105 1/2
Preferred.....							105 1/2
1st mortgage.....							98 1/2
2d mort. preferred.....							100
Income bonds.....							100
St. L., Iron Mt. & S'thn.....							100 1/2
1st mortgage.....							19
2d mortgage.....							21 1/2
St. L., Jack. & Chi. Ist.....							21 1/2
St. L., Kan. City & N.....							21 1/2
Preferred.....							92 1/2
Tol., P. & War. Ist E.D.....							92 1/2
1st mort., West. Div. 78 1/2.....	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Tol., Wab. & Western.....							92 1/2
Preferred.....							92 1/2
1st mortgage.....							92 1/2
2d mortgage.....							92 1/2
7s, Consolidated.....							92 1/2
St. Louis Division.....							65
Union Pacific.....	64 1/2	65	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2
1st mortgage.....							105 1/2
Land Grant 7s.....							108
Sinking Fund 8s.....							97 1/2
United States Express.....							84
Wells-Fargo Express.....							84 1/2
Western Pacific bonds.....							72 1/2
Western Union Tel.....	72 1/2	72 1/2	73 1/2	72 1/2	71 1/2	70	70
7s, S. F. conv., 1900.....							104 1/2

Boston Stock Exchange.

Closing Prices for the week ending Aug. 15.

	Th.9.	F.10.	Sat.11.	M.12.	Tu.13.	W.14.	Th.15.
Atch., Top. and Sap. Fe.....							87 1/2
1st mortgage.....							46 1/2
2d mortgage.....							46 1/2
Land Grant 7s.....							77 1/2
Income 12s.....							102
Boston and Albany.....							115
7s, reg.....							105 1/2
6s, 1895.....							105 1/2
Boston and Lowell.....							88 1/2
7s.....							88 1/2
Boston and Maine.....							88 1/2
Boston and Providence 120 1/2.....	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
Boston, Hart. & Erie 7s.....							3 1/2
Boston Water Power.....							3 1/2
Burl. & Mo. R. L. G. 7s.....							105 1/2
Burl. & Mo. R. in Neb.....							105 1/2
8s, old.....							95
8s, new.....							95
Chl., Burl. and Quincy 98 1/2.....	98 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
7s.....							89
6s, new.....							89
Cin., Sand. and Clev.....							69
Concord (\$50).....							50
Connecticut River.....							50
Eastern.....							50
Scip.....							50
New 3 1/2 Bonds.....							50
Fitchburg.....							104 1/2
Ind., Cin. & Lafayette.....							104 1/2
Kan. C., Top. & West.....							104 1/2
1st mortgage.....							45 1/2
Michigan Central.....	45 1/2	45 1/2	46 1/2	47 1/2	46 1/2	48 1/2	48 1/2
Nashua and Lowell.....							47 1/2
Northern, N. H.....							47 1/2
Norwich & Worcester.....							23
Ogden & Lake Cham.....							24
Preferred.....							85
Old Colony.....	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
7s.....							62
Ph., Wil. & Balt. (\$50) 61 1/2.....	61 1/2	62	62	62	62	62	62
Port'd, Saco & Ports.....							77 1/2
Pueblo & Ark. Val.....							77 1/2
7s.....							70 1/

last week at \$15,080,706, as against \$21,092,600 same date last year; and their greenback average at \$53,094,800, as against \$58,683,200 on Aug. 12, 1876. Their deposits stood at \$215,481,600, against \$226,515,100 same time in 1876. The loan item was \$245,377,200 against \$253,075,800 a year ago.

The City bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$14,267,600, as against \$13,606,250 the preceding week, \$9,089,775 the week ending 14th April (the lowest footing of this item thus far in the current year,) and \$24,781,800 on January 27 (which latter was the highest aggregate reached this year.) The City bank exchanges in currency reached \$340,082,241, or a daily average of \$56,674,040.

The U. S. Sub-Treasury in this city closed the week ending on Wednesday with a currency balance of \$50,826,313, against \$50,880,593 the preceding week; and a coin board of \$82,590,698, against \$81,335,088 on the return of a week earlier. The Customs revenue of the port during the past week was \$2,286,000.

The aggregate of the outstanding U. S. currency of all denominations, August 1st, was \$379,384,725. The outstanding amount of legal tender notes is \$359,094,220. The National bank circulation is now \$315,113,910 of currency notes and \$1,425,770 of national gold bank notes.

National Bank notes received at the Treasury Department in July for redemption were to the amount of \$4,186,000.

The income of the Government from internal revenues last week was about 23¼ millions, and during the fiscal year ending June 30, 1877, \$118,438,279, against \$116,700,732 in the preceding fiscal year; and from Customs last week about 3¼ millions, and in the last fiscal year \$180,439,419, against \$148,071,985 in the preceding fiscal year.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$12,811,768; special deposit of legal tenders for the redemption of certificates of deposit, \$57,900,000; Coin, \$100,303,396, including of Coin certificates, \$88,748,500.

Gold has been moving very uniformly, throughout the week, the variations in price having been unimportant, and the demand moderate, as well on speculative account, as for shipment and Custom house purposes. The latest dealings indicated rather more firmness. The extremes of the price during the week have been 105½@105¾, closing at 105¾, as against 105¾ on Wednesday of the preceding week. The lowest point yet touched by gold was 191¼, on Friday, March 2d. The specie outflow last week was only \$277,087, making the total exports of specie hence since January 1, \$21,626,906, against \$38,480,922 the same time in the preceding year. The imports of specie at this port last week were \$73,464, and since January 1st have been \$7,749,111, as against \$2,848,901 same time last year. The Customs demand for gold last week averaged \$381,000 per day. Foreign Exchange has been less sought after, and has been quoted weaker and irregular in price, closing heavily. Bankers' sixty day bills on London closed on Wednesday at \$4 83@84½; sight bills on Lon-

don at \$4 85@84 86 to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,040,949 as against \$5,760,715 the corresponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$2,165,563 of Dry Goods and \$2,875,386 of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were \$4,464,346, against \$4,519,341 same week in 1876.

Government securities have been moderately active, during the week, mainly on investment account and firmer in price. At the close the market was quoted rather buoyant leaving off on Wednesday as follows:

United States currency sixes, 124¼@125½; do 6s, 1881, registered, 111¾@111½; do. coupon 112¼@112¾; do. 1865, new, registered, 106¼@107½; do. coupon, 106¼@107½; do. 1867, registered, 108¾@109¾; do. coupon, 109¼@109¾; do. 1868, registered, 111¼@111¾; do. coupon, 111½@111¾; do. ten-forties registered, 109¾@109½; do. coupon, 112¼@113; do. five per cents 1881, registered, 109¾@110; do. coupon, 109¾@110; do. 4½ per cents, 1891, registered, 107¾@107¾; ex int., do. coupon, 108¾@108¾; do. 4 per cents, 1907, reg., 105¾; Central Pacific Gold Bonds, 106¼@107.

The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$337,598,600, and \$18,706,000 as security for public deposits.

State and Railway bonds have been in fair request as a rule, and quoted toward the close somewhat stronger as to price in the instances of the more substantial loans. And in the line of Railway and Miscellaneous share property business has been moderately active but at fluctuating prices, leaving off irregularly.

A comparatively brisk business has been reported in the leading kinds of domestic produce especially in Breadstuffs but, as a rule, at lower prices. Foreign merchandise has been in fair demand at about previous figures. Sugars and Molasses have further declined on a moderate movement.

More inquiry has been reported for Hardware, Boots and Shoes and Dry Goods especially the latter with prices showing no very marked alterations.

The general movement in Metals, has been slow, with prices quoted weak and irregular. Eglinton Pig Iron quoted at \$25 50; Glengarnock \$27 50; Coltness \$28 50@29; No. 1 American Pig at \$18 @19; No. 2 do. at \$17@18; Forge \$16@17; American Rails at works \$32@35; Old Rails \$18 @19. Wrought Scrap \$22@25. Steel Rails, on the basis of \$45@48 at the mills (with 4000 tons for delivery at Chicago gold at \$47 50). Ingot Copper more active but quoted down to 18¼@18¾ for early delivery at which figures, some 2,000,000 lbs. were recently reported marketed.

Ocean freights have been more active, especially in the Grain and Petroleum interests, and have been quoted generally stronger. Liverpool steamer rates at the close for Grain, however, at 7d. @7½d, (as against 8d. on Tuesday) per bushel. Provisions, 37s. 6d.@55s.; Tallow, 35s.; Leather, 50s. Measurement Goods at 20s.@22s. 6d. per ton; Cotton, 1d. per lb., Liverpool, by sail, Cotton, 7-

32; Grain, 6½d. Oil Cake and Slate, 12s. 6d @15s.; Measurement Goods 15s.@17s. 6d.; Tobacco 25s.@27s. 6d.; Grain rates on charter hence for Cork and orders left off at 6s. 3d.@6s. 4½d.; for the Continent, at 6s. 3d.@6s. 6d. do. for Italy at 6s. 3d. @6s. 6d. and from Baltimore for Cork and orders, 5s. 9d.@6s. as to time of loading and from Philadelphia at 6s. 6d.@6s. per quarter. Refined Petroleum hence for Cork and orders, 4s. 4½d.@4s. 9d. for the Continent, 4s. 3d.@4s. 9d. per bbl.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Canada Southern 1st mort., 48; South Pacific 1st mort., 73; Delaware and Hudson Canal reg. 7s, 1877, 100¼; Buffalo and Erie 7s, new, 108; International 1st mort., with int. certif., 67; Louisiana and Missouri River R. R. 1st mort., 86; Cleveland and Toledo 7s, new, 106½; South Side R. R. of Long Island S. F., 57; Wabash R. R. Pur. Com. Receipts, 6; New Jersey Southern R. R., ¾; Duquesne and Sioux City R. R., 49; Canton Co., 14½; Ontario Silver Mining, 21¾; Maryland Coal, 9; Am. District Tel., 24; Missouri 6s, long bonds, 106¼; Virginia 6s, consol., ex mat. coupon, 67¾; do. 2d series, 44; Tennessee 6s, old, 43¾; do. new, 43¾; do. new series, 43¾; Louisiana 7s, consol., 78. The latest quotations are: Adams Exp., 93@93½; American Exp., 45@45½; Atlantic and Pacific Telegraph, 22½@23; Central Railroad of New Jersey, 12¼@12½; Chicago, Burlington and Quincy, 99¼@—; Chicago and Alton, 87½@—; do. pref., 101@—; Chicago and Northwestern, 23¼@24½; do. pref., 53½@55¾; Chicago, Milwaukee and St. Paul, 25¼@25¾; do. pref., 63¼@63¾; Chicago, Rock Island and Pacific, 96¼@97; Cleveland, Columbus, Cincinnati and Indianapolis, 25@—; Cleveland and Pittsburgh, 77@77¾; Columbus, Chicago and Indiana Central, 1¾@2; Delaware and Hudson Canal, 45@45½; Delaware, Lackawanna and Western, 43¾@43¾; Erie, 8¾@9; do. pref., 19½@—; Hannibal and St. Joseph 10¾@10¾; do. pref., 27¼@27¾; Illinois Central, 60¼@61; Lake Shore and Michigan Southern, 54¾@54¾; Michigan Central, 49¾@49¾; Morris and Essex, 70¾@71; N. Y. Central and Hudson River, 95½@95¾; New York and Harlem, 141@—; Ohio and Miss., 8¾@8¾; Pacific Mail, 22¼@22½; Panama, 109@110½; Pittsburgh, Ft. Wayne and Chicago, 87¼@88¾; Quicksilver, 16@17; do. pref., 26¼@27; St. Louis, Iron Mountain, and Southern, 8½@—; St. Louis, Kansas City and Northern, 3¾@—; do. pref., 22¼@—; Union Pacific, 64@64½; U. S. Express, 42@43; Wells Fargo Express, 83¾@84; Western Union Telegraph, 76@76¼; Wabash, 6@6¼.

Philadelphia.—Nesquehoning Valley R. R., 45; Philadelphia and Trenton R. R., 128; Northern Pacific pref., 10; Belvidere Delaware 2d mort., 103; Delaware Division Canal 6s, 98; West Jersey R. R. 7s, 104; Sunbury and Erie 7s, 105; Am. S. S. Co. 6s, 74¼; Central Transp., 27; Pittsburgh 7s, W. L., 101; Cincinnati 7.30s, 104¼; Camden 7s, 110. The latest quotations are: City 6s, 107@—; do. free of tax, 113@113¾; Pennsylvania State 6s, 2d series, 102¼@102¼; do. 3d series, 112@112½; do. 5s, new loan, 111¼@111½; Philadelphia and Reading, 11¾@12½; do. Gen'l mort.

7s, coup., 95 $\frac{3}{4}$ @96; do. reg., 96 $\frac{1}{4}$ @—; do. mort. 6s, 1880, 103@104; do. 7s, new conv. 45@—; do. 7s, 1893, 108@—; United New Jersey R. R. and Canal Co., 128 $\frac{3}{4}$ @128 $\frac{3}{4}$; Camden and Amboy mort. 6s, 1889, 110 $\frac{1}{2}$ @111 $\frac{1}{4}$; Pennsylvania R. R., 26@26 $\frac{1}{2}$; do. 1st mort., 104 $\frac{1}{2}$ @105 $\frac{1}{2}$; do. gen'l mort. coupon, 105@105 $\frac{1}{2}$; do. reg., 107@108; do. Consol. mort. 6s, reg., 90@91; Little Schuylkill R. R., 36@—; Morris Canal, —@56; do. pref., —@131; Susq. Canal 6s, —@46; Schuylkill Nav., 2@—; do. pref., 6@7; do. 6s, 1882, 52@54; do. 1872, 89@90; Elmira and Williamsport pref., 36@41; do. 7s, 102@105; do. 5s, 60@—; Lehigh Coal and Navigation, 17 $\frac{3}{4}$ @18; do. 6s, 1884, 102@102 $\frac{1}{2}$; do. R. R. loan 100@—; do. Gold Loan, 85 $\frac{1}{4}$ @86; North Pennsylvania, 38@40; do. 6s, 107@108 $\frac{1}{2}$; do. 7s, 111@—; do. Gen'l mort. 7s, reg., 105@108; Philadelphia and Erie, 7@9; do. 6s, 102@—; do. 7s, 93 $\frac{1}{4}$ @94; Minehill, 42@42 $\frac{1}{2}$; Catawissa 5@6; do. pref., 30@34; do. new pref., 26@30; do. 7s, 1900, 101@101 $\frac{1}{4}$; Lehigh Valley, 32 $\frac{3}{4}$ @33 $\frac{1}{4}$; do. 6s, new coupon, 108 $\frac{1}{2}$ @110; do. reg., 109 $\frac{1}{2}$ @110 $\frac{1}{4}$; do. 7s, reg., 112@113; do. consol. mort., 92@94; Fifth and Sixth streets (horse), 63@—; Second and Third, 67@—; Thirteenth and Fifteenth, 31 $\frac{1}{2}$ @—; Spruce and Pine, 24 $\frac{1}{2}$ @—; Green and Coates, 26@—; Chestnut and Walnut, 46@50; Hestonville, 10 $\frac{1}{2}$ @11; Germantown, 42@50; Union, 65@—; Lombard and South, 8@—; Ridge Avenue 46@55; Seventeenth and Nineteenth, 34@—.

Baltimore.—Baltimore City 6s, 1875, 101 $\frac{1}{4}$; do. 1886, 110 $\frac{1}{4}$; do. 1886, new, 110 $\frac{1}{2}$; do. 1894, 111 $\frac{1}{4}$; do. 1890, 112 $\frac{3}{4}$; do. 1900, 113 $\frac{1}{4}$; do. 1900, new, 112 $\frac{3}{4}$; do. 1902, new, 113 $\frac{1}{4}$; do. 5s, new, 102 $\frac{1}{4}$; Cincinnati 7.30s, 104 $\frac{1}{4}$; Maryland 6s, exempt, 113 $\frac{3}{4}$; Canton Co. gold 6s, 90; Baltimore and Ohio R. R., 1st pref., 95. The latest quotations are: Cincinnati and Baltimore, 7s, —@100; Wilmington and Weldon 7s, 103@—; Wilmington, Columbia and Augusta 7s, 25@33; Richmond and Danville 1st mort., 73@—; Pittsburg and Connelleville 7s, 1898, 94@94 $\frac{1}{2}$; Baltimore and Ohio, 95 $\frac{1}{2}$ @96; do. 1st pref., —@100; do. 2d pref., —@98; do. 6s, 1880, 101 $\frac{1}{2}$ @101 $\frac{3}{4}$; do. 1885, 104 $\frac{1}{4}$ @—; Northern Central, 12@13; do. 6s, 1885, 102@102 $\frac{1}{2}$; do. 6s, 1900, 101 $\frac{1}{2}$ @—; do. 6s, 1900, gold, 90@91; Marietta and Cincinnati 1st mort. 7s, 1892, 88 $\frac{1}{2}$ @90; do. 2d mort. 7s, 32 $\frac{1}{2}$ @—; do. 3d mort. 8s, 11 $\frac{1}{2}$ @12; Central Ohio, 22 $\frac{1}{2}$ @—; do. pref. 36@37; do. 1st mort., 99@100; Western Maryland 1st mort. 6s, 1890, 90@—; do. 1st mort. guar., 105@—; do. 2d mort. guar., 107@—; do. 3d mort. guar., 108@—; do. 2d mort. pref., 65@80; do. 2d mort. guar. by Washington Co., 100@102; Virginia and Tennessee 2d mort. 6s, 79 $\frac{1}{2}$ @82; do. 3d mort. 8s, 80 $\frac{1}{2}$ @85; Orange and Alexandria 1st mort. 6s, 78@82; do. 2d mort. 6s, 69@74; do. 3d mort. 8s, 35@50; do. 4th mort. 10@38; Orange, Alex. and Manassas 7s, 61@66; Baltimore 6s, 1875, 101 $\frac{1}{4}$ @101 $\frac{1}{2}$; do. 1884, 111@—; do. 1886, 111@111; do. 1886, new, 110@—; do. 1890, 112 $\frac{3}{4}$ @113; do. 1900, 113@—; do. 1900, new, 113@113; do. 1902, 112@112 $\frac{1}{2}$; do. 1902, new, 113 $\frac{1}{4}$ @—; do. 6s, exempt, 115@116; do. 1893, new, 114 $\frac{1}{4}$ @115; do. 5s, 99@—; Maryland Defense 6s, 1888, 112@112 $\frac{1}{2}$; do. 6s, 1890, 109@112; do. 6s, exempt, 113 $\frac{1}{2}$ @113 $\frac{1}{2}$; do. 5s, 99 $\frac{1}{2}$ @—; Virginia consol. 6s, 67 $\frac{3}{4}$ @68; do. 2d series, 43@45; Virginia

Consol. coupons, 80@80 $\frac{1}{2}$; West Virginia def. certif., 5@5 $\frac{1}{2}$; Baltimore City Passenger R. R., 33@34; Baltimore and Catonsville R. R., 14@15 $\frac{1}{2}$; George's Creek Coal, 75@110; Maryland Coal, —@11; Atlantic Coal, 1.15@2.00; Canton Co., 12@21; do. gold 6s, —@90; Santa Clara, 7@14; do. bonds, 25@—.

Boston.—Connecticut and Passumpsic Rivers R. R., 7s, 103; Metropolitan Horse R. R., 7s, 103; Atchison, Topeka and Santa Fe consol. scrip, 55; Cedar Rapids and Missouri River R. R., 7s, 100 $\frac{1}{2}$; Boston and Lowell R. R., 6s, 101; Cheshire R. R., 6s, 1896, 97 $\frac{1}{4}$; Fitchburg R. R., 7s, 1894, 114; Boston and Maine 7s, 1894, 111 $\frac{1}{2}$; Old Colony 6s, 1896, 102 $\frac{3}{4}$; Manchester and Lawrence R. R., 120; Summit Branch, 61 $\frac{1}{2}$; Boston Land, 3 $\frac{1}{2}$; Massachusetts 5s, 1894, gold, 112 $\frac{1}{4}$; Boston 5s, 1906, gold, 111 $\frac{1}{2}$; do. 1887, 105; do. 6s, 1883, cur., 106; do. 1903, 114 $\frac{3}{4}$; Albany 6s, 1896, 107; Chicago 7s, 1888, 108 $\frac{3}{4}$; do. 1894, 109 $\frac{3}{4}$; Portland 6s, 1890, 108; do. 1907, 105 $\frac{1}{4}$; Cincinnati 6s, 1886, 100 $\frac{3}{4}$; do. 7s, 1906, 109 $\frac{1}{4}$; Cook Co., Ills., 7s, 1892, 109 $\frac{3}{4}$; St. Louis City 6s, 1880, 103; do. 1886, 105 $\frac{1}{2}$; Duncan Silver Mining Co., 2 $\frac{1}{2}$.

FISK & HATCH,

Bankers,

No. 5 NASSAU ST., NEW YORK.

U. S. GOVERNMENT BONDS bought and sold in amounts to suit investors; also, Gold, Silver and foreign coins; Deposits received in Currency or Gold, and interest allowed on Balances; Special attention paid to Investment Orders for Miscellaneous Stocks and Bonds.

ILLINOIS CENTRAL RAILROAD COMPANY,
NEW YORK, July 18, 1877.

A DIVIDEND OF TWO (2) PER CENT HAS been declared by this company, payable on the 1st day of September next, to the holders of the capital stock of this company as registered at the close of the 14th day of August next, after which, and until the 5th day of September, the transfer-books will be closed.

L. V. F. RANDOLPH, Treasurer.

A calculation is made that the new issues of stocks, loans and shares of various kinds in Europe during the first half of 1877 amounted to \$288,400,000, of which \$242,000,000 were for national and State loans, \$14,000,000 for financial companies, and \$32,000,000 for railway and industrial undertakings. Russia asked for nearly one-half of all these investments, \$135,000,000 being for Russian government loans. The United States does not appear as asking for anything, and the fact is noted that the amount asked for railways and financial and industrial undertakings was smaller than during any half year for a long period.

The National Association of Iron and Steel Workers, which convened at Columbus, Ohio, on the 7th inst., adjourned finally on the 11th. Prior to adjournment the following officers were elected for the ensuing year: President and Secretary, Joseph Bishop, of Pittsburgh; Treasurer, Edward McGinnis, of Youngstown, O.; Trustees of National Association, W. S. Irwin, Pittsburgh; David A. Plant, Columbus; Albert L. Wells, Wheeling, W. Va. A Vice President was chosen for each of the eight districts throughout the coun-

try, except the Fifth, which was left for the President to fill.

Blast Furnace Industry.

Returns published in the Iron Age as to the condition of the blast furnaces of the United States July 1, show the capacity of those out of blast is one third greater than the capacity of those in blast, and the latter are by no means worked to their full capacity. The reports show that there were 87 charcoal furnaces, with a capacity of 7730 tons per week; 87 anthracite furnaces, with a capacity of 17,442 tons per week; and 85 bituminous or coke furnaces, with a capacity of 20,660 tons per week in blast July 1. The capacity of those out of blast at the same time was 63,467 tons. The number of furnaces in blast is considerably larger than the number reported for January 1 and April 1, but this is due to the season of the year, charcoal furnaces blowing in usually in May or June, and to the fact that many bituminous furnaces dependent on lake ore for supplies do not begin work until after the opening of navigation. The Iron Age thinks that the blast furnace industry has about held its own. Pennsylvania has furnaces in blast with a capacity of 21,131 tons per week, and furnaces out of blast with a capacity of 26,981 tons per week, so that its proportion of working furnaces is rather better than that of the country at large.

The Russian Minister of Ways and Communications has directed that all persons connected with Russian railroads shall undergo an optical examination to ascertain their power of distinguishing colors. The result of this investigation is somewhat startling. No less than 43 persons in Finland alone, including a stationmaster and a signalman, have proved to be optically affected. A Russian paper suggests that exposure to the snow and the dust of the plains may have something to do with the prevalence of this complaint in Russia.

About three months ago the Philadelphia and Reading Railroad Company sent out two agents to South America to endeavor to open up a new market for their coal. The agents will visit Rio Janeiro, Para, Montevideo and other points on the Atlantic coast, pass through the straits and stop at all places of importance on the Pacific coast as far as San Francisco. They carry samples of coal with them. The party will return in about six months' time. Until their return it is not likely that any shipments will be made.

The sale of the Brownsville and New Haven Railroad, which was to have taken place at Connelleville on the 9th inst., has been postponed until the 21st inst. It is said it is the intention of the Pennsylvania Railroad Company to purchase the whole line and run the road from Brownsville to Uniontown, to connect with the Southwest Pennsylvania Railroad.

The earnings of the Central Pacific Railroad company for the month of July, 1877, were \$1,366,000, against \$1,541,222 for July, 1876, and \$1,536,225 for July, 1875. For the seven months ending July 31, 1877, the earnings were \$9,066,000, against \$9,568,166 for the same time in 1876, and \$9,446,406 for the same time in 1875.

The Coal Trade.

For the week ending the 4th inst., the total tonnage, as reported by the several carrying companies, amounted to 232,491 tons, against 380,048 tons in corresponding week last year, a decrease of 147,557 tons. The total amount of anthracite mined for the coal year is 11,712,890 tons, against 9,378,038 for same period last year, an increase of 2,334,852 tons. The quantity of bituminous coal sent to market for the week amounted to 89,520 tons, against 80,889 tons in corresponding week last year, a decrease of 41,849 tons. The total tonnage of all kinds of coal for the week is 272,011 tons, against 460,917 tons in corresponding week last year, a decrease of 188,906 tons. The total tonnage for the coal year is 13,520,618 tons, against 11,371,523 to same date last year, an increase of 2,149,095 tons. The receipts at Perth Amboy for the week ending on the 4th instant were 8,244 tons, the shipments 27,689 tons, leaving a stock on hand of 96,750 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last two days of July was 15,822 tons of which 14,288 tons were coal, and 1,534 tons coke. The total carried for the year is 2,666,511 tons, of which 2,119,227 tons were coal and 497,607 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger, Aug. 13.*

British Railways in 1876 and 1875.

The annual report of the Railway Department of the British Board of Trade for 1876 contains the figures given below. The following shows the proportion in which the paid-up capital is made up of preference, guaranteed and ordinary stock:

	Ordinary.	Guaranteed.
England and Wales...	£216,207,544	£70,272,152
Scotland	29,560,832	10,185,909
Ireland	16,240,447	321,610
Total	£262,008,883	£80,779,671
	Preference.	Total.
England and Wales...	£117,704,236	£404,183,932
Scotland	24,070,572	63,871,373
Ireland	9,853,513	22,915,570
Total	£148,128,321	£490,816,876

The following tables show the rates of dividend paid upon these various descriptions of stock:

	Ordinary.	Guar.	Preference.
Nil (lines not completed)	£3,217,166	£43,690	£153,226
Nil	35,675,344	nil.	8,942,162
Not exceeding 1 per cent.	12,916,914	nil.	24,770
1 and not exceeding 2... ..	4,296,158	101,180	5,478,233
2 and not exceeding 3... ..	9,970,842	2,824,234	1,276,331
3 and not exceeding 4... ..	26,864,038	18,930,686	21,294,732
4 and not exceeding 5... ..	26,751,213	48,363,013	106,844,056
5 and not exceeding 6... ..	70,210,846	7,319,251	3,128,536
6 and not exceeding 7... ..	44,686,124	2,330,444	229,361
7 and not exceeding 8... ..	21,050,549	680,570	297,500
8 and not exceeding 9... ..	537,918	nil.	64,000
9 and not exceeding 10... ..	885,326	184,603	229,840
10 and not exceeding 11... ..	1,059,380	2,000	nil.
11 and not exceeding 12... ..	3,857,065	nil.	165,000
12 and not exceeding 13... ..	30,000	nil.	nil.

Of debenture loans and stocks, which form the first charges upon the tolls and profits of the railways, there are some which receive no dividend, and others which receive only a very moderate return, as will be seen from the subjoined figures:

	Loans.	Stocks.
Receiving no interest.....	£8,000	£864,566
Not exceeding 1 per cent.	nil.	nil.
1 and not exceeding 2... ..	5,000	130,531
2 and not exceeding 3... ..	5,562	561,855
3 and not exceeding 4... ..	22,739,960	78,231,587
4 and not exceeding 5... ..	9,569,937	52,734,584
5 and not exceeding 6... ..	212,750	2,702,363
6 and not exceeding 7... ..	nil.	nil.
7 and not exceeding 8... ..	11,200	20,000

The year 1876 was generally considered one of great depression in business, but the receipts both from goods and passengers increased, and the amount of net revenue compares favorably with that of 1875. The following figures show the general results of the working of the past as compared with the previous year:

	1876.	1875.
Number of passengers carried.....	538,287,295	506,975,234
Amount received.....	£26,163,551	£25,714,681
Goods traffic.....	33,754,317	33,268,072
Miscellaneous receipts..	2,297,907	2,254,247
Total receipts from all sources.....	62,215,775	61,237,000
Working expenditure... ..	33,535,509	33,220,728
Net receipts.....	28,680,266	28,016,272
Rate per cent.	54	54
Proportion of net receipts to paid up capital	4.36	4.45
Miles open	16,872	16,658
Cost per mile open....	£39,012	£37,833

Extension of the Postal Union.

The Post Office Department gives notice that on and after Sept. 1, 1877, Persia, the Argentine Republic, Greenland, and the Danish Colonies of St. Thomas, St. Croix, and St. Jean become a part of the General Postal Union formed by the Treaty of Berne, subject to all the provisions of said treaty, and to an additional postal charge—except as hereinafter stated with respect to direct mails to St. Thomas, St. Croix, and St. Jean, and to correspondence for Persia forwarded by other routes than that via the Persian Gulf—to cover the expenses of sea transportation beyond the limits of the General Postal Union as originally formed by the Berne Treaty. The rates of postage are as follows: for prepaid letters, 10 cents per 15 grammes, ($\frac{1}{2}$ ounce); for unpaid letters received, 15 cents per 15 grammes, ($\frac{1}{2}$ ounce); for postal cards, 4 cents each; for newspapers, if not over 4 ounces in weight, 4 cents each; for books, other printed matter, patterns, &c., 4 cents per each weight of 2 ounces or fraction of 2 ounces; for the registration fee on all correspondence, 10 cents. The General Union rates of postage will be levied and collected in the United States on and after Sept. 1, 1877, on the prepaid correspondence received from the Danish Colonies of St. Thomas, St. Croix, and St. Jean, when the transportation is performed by direct steamers or other vessels, and on the prepaid correspondence sent to and the unpaid correspondence received from Persia forwarded by the routes using only the territory of the original Postal Union, viz: for prepaid letters, 5 cents per 15 grammes, ($\frac{1}{2}$ ounce); for unpaid letters received, 10 cents per 15 grammes, ($\frac{1}{2}$ ounce); for postal cards 2 cents each; for newspapers, if not over 4 ounces in weight, 2 cents each; for books, other printed matter, patterns, merchandise, &c., 2 cents for each weight of 2 ounces or fraction thereof; for the registration fee on all correspondence, 10 cents.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of July, were:

ENTERED FOR CONSUMPTION.		
	1876.	1877.
Manufactures of wool...	\$906,111	\$1,290,975
" cotton...	725,346	1,107,272
" silk....	1,123,050	1,477,735
" flax....	445,570	593,069
Miscellaneous dry goods.	294,702	311,252
Total.....	\$3,494,779	\$4,780,303
WITHDRAWN FROM WAREHOUSE.		
	1876.	1877.
Manufactures of wool...	\$318,771	\$326,831
" cotton...	236,001	244,540
" silk....	173,916	200,812
" flax....	205,066	231,403
Miscellaneous dry goods.	31,882	49,967
Total.....	\$965,636	\$1,053,553
Add entered for consump.	3,494,779	4,780,303
Thrown upon market....	\$4,460,415	\$5,833,856
ENTERED FOR WAREHOUSING.		
	1876.	1877.
Manufactures of wool...	\$690,543	\$822,573
" cotton...	244,475	371,467
" silk....	306,458	311,479
" flax....	260,640	396,750
Miscellaneous dry goods.	95,541	132,202
Total.....	\$1,597,657	\$2,034,471
Add entered for consump.	3,494,779	4,780,303
Total entered at the port.	\$5,092,436	\$6,814,774

The imports of foreign dry goods at New York for seven months from January 1, were:

ENTERED FOR CONSUMPTION.		
	1876.	1877.
Manufactures of wool....	\$7,471,672	\$6,725,200
" cotton...	8,451,772	8,554,589
" silk....	10,329,832	11,211,763
" flax....	4,668,884	5,550,435
Miscellaneous dry goods.	3,580,380	3,258,082
Total.....	\$34,502,540	\$35,300,069
WITHDRAWN FROM WAREHOUSE.		
	1876.	1877.
Manufactures of wool....	\$4,777,012	\$3,507,954
" cotton...	3,188,893	2,336,322
" silk....	3,082,435	2,820,510
" flax....	3,096,858	2,413,605
Miscellaneous dry goods.	902,003	821,252
Total.....	\$15,047,201	\$11,989,643
Add entered for consump.	34,502,540	35,300,069
Total thrown on the market.....	\$49,549,741	\$47,289,712
ENTERED FOR WAREHOUSING.		
	1876.	1877.
Manufactures of wool....	\$5,059,627	\$4,086,562
" cotton...	3,012,097	2,392,854
" silk....	3,041,989	2,720,540
" flax....	2,796,117	2,299,070
Miscellaneous dry goods.	924,613	874,649
Total entered warehouse.	\$14,834,393	\$12,373,675
Add entered for consump.	34,502,540	35,300,069
Total entered at port ..	\$49,336,933	\$47,678,744

The St. Louis, Fort Scott and Colorado Railroad Company was organized at Fort Scott, Arkansas, on the 2d inst., and thirteen directors chosen, six of whom are from St. Louis, headed by M. S. Carter, and seven from Kansas. Fort Scott and Humboldt were named as points on the proposed route. Energetic efforts will be at once inaugurated toward building the road. Work is to be commenced at once. The road is already graded between Fort Scott and Humboldt.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,500,000	J. & J.	July '77 34	Little Miami. 50	5,871,450	Quarterly	June '77 2	Vermont and Mass. 100	2,860,000	A. & O.	Apr. '77 24
Atlanta and West Point. 100	1,232,200	J. & J.	July '75 2	Little Schuylkill. 50	2,644,100	J. & J.	July '77 34	Ware River. 100	750,000	J. & J.	July '77 34
Atlantic and Gulf. 100	3,693,200	— & —	—	Long Island. 50	3,000,000	M. & S.	May '78 10a	Warren (N. J.). 100	1,800,000	A. & O.	Apr. '77 34
" guar. 100	786,476	M. & N.	Nov. '73 34	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 2	Warwick Valley. 100	225,000	A. & O.	Apr. '72 2
Atlantic and St. Law. 100	5,000,000	M. & S.	June '77 3	" pref. 100	848,700	J. & J.	Jan. '74 44	Westchester & Phil. pref. 100	821,300	J. & J.	July '77 4
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '75 ..	Louisville & Nashville. 100	9,003,219	F. & A.	Aug. '77 14	West Jersey. 100	1,559,750	F. & A.	Aug. '77 3
Baltimore and Ohio. 100	13,151,962	M. & N.	May '77 5	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac. 100	180,000	J. & J.	July '77 3
Washington Br. 100	1,650,000	A. & O.	Apr. '75 5	Lowell and Andover. 100	500,000	J. & F.	July '77 34	Winchester & Strasburg. 100	500,000	J. & J.	July '77 34
Berkshire. 100	320,500	Quarterly	Apr. '77 14	Lowell and Lawrence. 100	200,000	A. & O.	Apr. '77 3	Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
Blossburg & Corning. 50	250,000	J. & D.	Dec. '72 34	Lykens Valley. 100	600,000	F.M.A.N.	Aug. '75 24	HORSE-POWER R. R.			
Boston and Albany. 100	20,000,000	M. & N.	May '77 4	Macon and Western. 100	2,500,000	J. & J.	July '75 5	Albany City. 100	110,300	— & —	—
Bos., Cin. & Fitchburg. 100	1,172,000	— & —	—	Manchester and Law. 100	1,000,000	M. & N.	May '77 5	Baltimore City. 25	1,000,000	J. A. J.O.	July '77 3
Agricultural Br. guar. 100	60,000	J. & D.	June '76 3	Marietta & Cincinnati. 100	1,408,912	— & —	—	Balt., Oct. & El. City. 100	1,000,000	J. & J.	July '77 3
Boston and Lowell. 500	800,000	M. & N.	May '77 3	" 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a	Boston and Chelsea. 100	110,000	A. & O.	Apr. '77 4
Boston and Maine. 500	3,200,000	J. & J.	Jan. '75 3	" 2d pref. 50	4,460,388	M. & S.	Sep. '66 3a	Broadway (Brooklyn). 100	200,000	J. & J.	Jan. '76 3
Boston and Providence. 100	6,921,274	M. & N.	May '77 2	Massachusetts. 100	400,000	F. & A.	Feb. '75 3	Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jan. '77 3
Attleborough Branch. 100	1,317,000	J. & J.	July '77 34	Memphis & Charleston. 25	5,812,726	J. & D.	Jan. '69 3	Brooklyn City. 1,500,000	F.M.A.N.	Aug. '77 3	
Bost. Revere B. & Lynn. 100	3,000,000	Quarterly	Dec. '76 2	Michigan Central. 100	18,738,204	J. & J.	Jan. '73 4a	Brooklyn City & Newt. 100	660,000	J. & J.	July '70
Buffalo, N. Y. and Erie. 100	960,000	F. & A.	Dec. '76 34	Mill Creek & Minehill. 50	323,375	J. & J.	July '77 5	Brooklyn and Jamaica. 100	488,100	— & —	—
Camden and Amboy. 100	5,847,800	Quarterly	July '77 24	M. Hill & Schuyl. Hav. 50	3,856,450	J. & J.	July '77 34	Bushwick (Brooklyn). 100	302,000	A. & J.	July '77 24
Camden and Atlantic. 100	377,400	Quarterly	Jan. '77 2	Morris and Essex. 50	15,000,000	J. & J.	July '77 34	Cambridge. 100	824,300	A. & J.	July '77 24
" pref. 50	888,311	Quarterly	Jan. '77 2	Mt. Carbon & Pt. Carbon. 50	282,350	J. & J.	July '77 6	Can. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 24
Camden & Burl. Co. 100	381,925	J. & J.	July '77 3	Nashua and Lowell. 100	800,000	M. & N.	May '77 2	Citizens (Phil.). 50	500,000	J. & J.	Jan. '77 3
Cape May and Millville. 100	447,000	J. & D.	Dec. '76 3	Nashville and Decatur. 100	1,529,000	J. & O.	Dec. '76 3	Citizens (Pbg.). 50	200,000	M. & S.	Nov. '71 7
Catawba & Foggles. 50	426,900	Novemb.	Nov. '71 6	Nash, Chat. & St. Louis. 100	6,575,258	A. & O.	Apr. '77 14	Coney Island & Brookl. 100	500,000	— & —	—
Catawba. 50	1,169,500	— & —	—	Naugatuck. 100	1,918,400	J. & J.	Jan. '77 3	D. Dock E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Aug. '76 2
" pref. 50	2,200,000	M. & N.	May '77 34	Nequehoning Valley. 100	1,000,000	M. & S.	Mar. '77 5	Elizabeth Avenue (N.Y.). 100	1,000,000	J. & J.	Jan. '76 3
" 2d pref. 50	1,000,000	M. & N.	May '77 34	Newark and N. York. 100	977,400	J. & J.	Jan. '76 34	Elizabeth and Newark. 100	200,000	— & —	—
Cayuga and Susq. 50	589,110	J. & J.	Jan. '77 44	N. Castle & Beaver Val. 50	1,500,000	Quarterly	July '77 24	42nd St. & G. St. Ferry. 100	748,000	M. & N.	May '76 3
Cedar Rapids & Mo. R. 100	6,850,400	F.M.A.N.	Aug. '77 1	N. Haven & Northamp. 100	605,000	Quarterly	Oct. '74 3	Frankf. & Northw. (Ph.) 50	491,760	J. & J.	July '76 3
" pref. 100	769,600	F. & A.	Aug. '77 34	New Jersey. 100	7,295,200	Quarterly	July '77 24	Germantown (Ph.). 50	1,000,000	J. & J.	Jan. '77 3
Central of Georgia. 100	7,600,000	J. & D.	June '74 4	New London Northern. 100	1,418,800	Quarterly	Apr. '77 2	Girard College (Ph.). 50	500,000	J. & J.	July '71 3
Central of New Jersey. 100	29,600,000	Quarterly	Apr. '76 24	N.Y. Cen. & Hudson R. 100	89,423,380	J. & J.	July '77 4	Grand St. and Newton. 100	170,000	J. & J.	July '71 3
Central Ohio. 50	2,425,000	J. & J.	July '77 1	New York and Harlem. 100	8,500,000	J. & J.	July '77 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '77 14
" pref. 50	400,000	J. & J.	July '77 3	" pref. 100	1,500,000	J. & J.	July '77 6	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '76 14
Central Pacific. 100	54,275,500	A. & O.	Apr. '77 4a	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	July '77 6	Highland. 100	290,000	M. & N.	May '77 4
Chemung. 100	380,000	Quarterly	Jan. '77 14	N. Y. Provid. & Boston. 100	2,500,000	Quarterly	Aug. '77 24	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Cheshire, preferred. 100	2,155,300	J. & J.	Jan. '77 1	Nag. Bridge & Canard. 100	1,000,000	J. & J.	July '77 3	Lynn and Boston. 100	200,000	— & —	—
Chicago and Alton. 100	10,065,400	M. & S.	Sep. '77 34	North Carolina. 100	4,000,000	Irregular	Jan. '73 5	Malden and Melrose. 100	200,000	— & —	—
" pref. 100	2,425,400	M. & S.	Sep. '77 34	N. Eastern (S.C.) pref. 100	96,000	M. & N.	May '67 4	Metropolitan (Boston). 50	1,500,000	J. & J.	July '77 4
Chicago, Burl. & Quinsig. 100	27,598,242	M. & S.	Mar. '77 3	North Pennsylvania. 50	9,718,150	F. & A.	Aug. '77 3	Middlesex (Boston). 100	400,000	M. & N.	May '77 3
Chicago, Iowa & Nebraska. 100	3,916,200	J. & J.	July '77 5	Northern Central. 50	6,842,000	— & —	Apr. '78 3	Ninth Avenue (N. Y.). 100	797,320	— & —	—
Chi., Mil. and St. Paul. 100	15,399,261	A. & O.	Dec. '70 7a	Northern New Hampsh. 100	3,085,400	J. & D.	June '77 24	Orange and Newark. 100	282,555	— & —	—
" pref. 100	12,274,483	A. & O.	Oct. '76 34	Northern New Jersey. 100	1,000,000	J. & J.	July '74 4	Philadelphia City. 50	750,000	J. & J.	Jan. '77 2
Chicago & N. Western. 100	14,994,600	J. & D.	Dec. '72 34	Norwich & Worcester. 100	2,004,400	J. & J.	July '77 5	Philadelphia and Darby. 20	200,000	J. & J.	July '71 2
" pref. 100	21,955,668	J. & J.	Jan. '77 24	Ogdensb. & L. Champ. 100	8,077,000	J. & J.	July '76 2	Phila. and Grey's Ferry. 50	284,775	J. & J.	Nov. '76 14
Chicago, R. I. & Pacific. 100	25,000,000	Quarterly	Aug. '77 2	" pref. 100	2,000,000	A. & O.	July '77 4	Pbg. Alleg. & Manchester. 50	200,000	M. & N.	Nov. '69 5
Cin., Ham. & Dayton. 100	3,500,000	A. & O.	Apr. '77 34	Ohio and Mississippi. 100	20,000,000	Quarterly	Mar. '75 34	Second Avenue (N.Y.). 100	888,100	J. A. J.O.	Jan. '77 2
Cin., Sand. and Clev. 50	2,980,550	— & —	—	Old Colony. 100	4,030,000	J. & D.	Mar. '75 34	Second & Third St. (Ph.) 10	962,100	J. & J.	Oct. '76 34
" pref. 50	413,150	M. & N.	May '77 2	Oswego and Syracuse. 100	482,400	F. & A.	Aug. '77 34	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Clev. Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '76 3	Pacific of Missouri. 100	3,635,750	Quarterly	July '75 14	Sixth Avenue (N. Y.). 100	750,000	M. & N.	Nov. '74 3
Cleveland & Mahoning. 50	2,057,569	M. & N.	May '77 34	Panama. 100	7,000,000	Quarterly	Aug. '77 3	Third Avenue (N. Y.). 100	1,170,000	F.M.A.N.	Feb. '76 24
Cleveland & Pittsburg. 50	11,235,150	Quarterly	Sep. '77 14	Patterson and Hudson. 100	632,900	J. & J.	July '77 4	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Feb. '77 24
Columbus and Xenia. 50	1,798,800	M.J.S.D.	June '77 2	Patterson and Newark. 100	250,000	J. & J.	July '77 3	23d street (N. Y.). 100	800,000	J. & J.	Jan. '76 24
Columb. & Hocking Val. 100	2,500,000	F. & A.	Aug. '77 4a	Patterson and Ramapo. 100	248,000	J. & J.	July '77 3	Somerville (Boston). 100	98,900	M. & N.	May '77 34
Concord. 100	1,500,000	M. & N.	May '77 5	Pember. & Hightstown. 50	342,150	J. & J.	Jan. '75 3	South Boston. 50	450,000	Quarterly	July '72 2
Concord and Ports. 50	350,000	J. & J.	July '77 34	Pennsylvania. 50	68,870,200	Quarterly	May '77 14	Union (Boston). 100	374,800	J. & J.	July '77 3
Conn. & Passump. Riv. 100	2,100,000	F. & A.	Feb. '75 3	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '77 4	Union (Phila.). 50	400,000	J. & J.	July '77 4
Connecticut River. 100	2,100,000	J. & J.	July '77 4	Philadelphia and Erie. 50	6,004,300	J. & J.	July '77 4	West Philadelphia. 50	400,000	J. & J.	July '77 10
Cumberland Valley. 50	1,292,980	J.A.J.O.	Apr. '77 24	" pref. 50	2,400,000	J. & J.	July '77 4	CANALS.			
" 1st pref. 50	241,900	A. & O.	Apr. '77 4	Phil. Ger. & Norristown. 50	1,626,250	M.J.S.D.	June '77 8	Chesapeake & Delaware. 100	1,953,553	J. & D.	June '75 2
" 2d pref. 50	243,000	A. & O.	Apr. '77 4	Philadelphia & Reading. 100	32,725,775	Quarterly	Jan. '78 24	Chesapeake and Ohio. 25	5,229,500	— & —	—
Danbury and Newr. 50	600,000	— & —	—	" pref. 100	1,551,800	Quarterly	July '78 34	Delaware Division. 100	1,633,350	F. & A.	Aug. '77 4
Delaware. 50	1,230,950	J. & J.	Jan. '77 3	Phila. and Trenton. 100	1,259,100	Quarterly	July '77 24	Delaware and Hudson. 100	20,000,000	F. & A.	Aug. '76 4
Del., Lackaw. & Westn. 50	25,500,000	Quarterly	July '78 24	Phila., Wil. & Balt. 50	11,561,250	J. & J.	July '77 4	Delaware and Harlan. 100	5,847,400	Quarterly	July '77 24
Detroit & Milwaukee. 50	822,440	— & —	—	Pittab., Ft. W. & Chi. 100	19,714,285	Quarterly	July '77 14	Erie of Pennsylvania. 100	64,000	— & —	—
" pref. 50	2,098,000	J. & D.	Dec. '69 7	" Special Imp. 100	5,504,298	Quarterly	July '77 14	Lehigh Coal & Navigat. 50	10,348,650	J.S.D.M.	Sep. '76 14
Dubuque & Sioux City. 100	5,000,000	A. & O.	Apr. '77 14	Pittsfield & N. Adams. 100	60,000	J. & J.	July '77 24	Monongahela Navigat. 50	1,003,500	J. & J.	July '76 4
East Pennsylvania. 100	1,504,200	J. & J.	July '77 3	Portland and Kennebec. 100	616,700	J. & J.	Jan. '75 3	Morris (consolidated). 100	1,025,000	F. & A.	Feb. '77 2
East Mahanoy. 50	392,950	J. & J.	July '77 24	Yarmouth certificates. 100	202,400	A. & O.	Apr. '72 8	" (pref. 100	1,175,000	F. & A.	Feb. '77 5
East Tenn. Va. & Ga. 100	1,968,274	A. & O.	Apr. '76 3	Portl., Saco & Portsm. 100	1,500,000	J. & J.	July '77 3	Pennsylvania. 50	4,337,950	— & —	—
Eastern (Mass.). 100	4,997,000	J. & J.	July '78 3	Providence & Worcester. 100	2,000,000	J. & J.	Jan. '77 4	Schuyl. Nav. (common). 50	1,908,207	F. & A.	Feb. '77 34
Eastern (N. H.). 100	492,500	J. & J.	July '78 3	Raleigh and Gaston. 100	1,500,000	J. & J.	July '71 6	" (pref. 50	2,838,977	F. & A.	Feb. '77 6
Elmira, Jof. & Canand. 100	800,000	F. & A.	Aug. '74 24	Rensselaer & Saratoga. 100	6,000,000	J. & J.	July '77 4	Susq. and Tide Water. 50	2,002,746	— & —	—
Elmira & Williamsport. 50	600,000	M. & N.	May '77 24	Roch. & Genesee Val. 110	656,200	J. & J.	July '75 ..	Union. 50	2,907,860	— & —	—
" pref. 50	500,000	J. & J.	Jan. '77 34	Rome, Watert. and Ogd. 100	2,098,900	J. & J.	July '75 3	MISCELLANEOUS.			
Erie Railway. 100	78,000,000	Oct. '73 34	Oct. '73 34	Rutland. 100	2,486,600	— & —	—	Adams Express. 100			

Strikes, and Foreign Competition.

Mr. Macdonald, M. P., has recently been addressing the miners and other bodies of workmen on the subject of Trades Unions. In one of his addresses to the miners of Hanley he stated that 'the fear of foreign competition was simply a bug bear invented by greedy employers to help them to grind down their workpeople.' To this the *Mining Journal* replies with much vigor, and says that Mr. Macdonald either ignorantly or willfully perverts facts which should be patent to all, more especially to those who attempt to lead others. "Why," says this journal, "will Mr. Macdonald ignore official facts and figures convincing to other minds and repudiate evidence of an overwhelming character?"

"Is it not a fact that England to-day is driven out of the markets of which she a few years ago possessed an almost complete monopoly? Is not Germany, and France, and America keenly competing with us in our iron and steel works, our iron hardwares, and many of our staple productions? No matter what the cause, the fact remains patent to all who are not persistently blind or willfully ignorant. Strikes, and the suicidal policy of the leaders of Trades Union, in insisting upon ever increasing wages, have produced in this country a state of things which it is unwise and impolitic to attempt to ignore or under-estimate. The demand for high wages and the refusal of the working classes to abate one jot or tittle of their fancied rights and privileges, have given immense advantages to the mechanics and artisans of other countries, which they have not been slow to avail themselves of, and foreign workmen now stand shoulder to shoulder with our best English mechanic and artisan in the production of articles in which we once held supreme sway, and our merchants find it increasingly difficult to place English goods in foreign markets where only a few years since they were appreciated and sought after. Mr. Macdonald's asseveration that it is 'utterly impossible for America to touch us in the markets of the world,' simply stands for nothing in the face of stern facts and realities. Manufacturers and merchants know too well by painful experience that the United States are rapidly superseding us, not only in foreign markets, but in many of our own colonies, more especially in Australia and Canada. We say these facts are known, or should be known, by Mr. Macdonald, as a leader of the working classes, and he has a heavy and serious responsibility resting upon him in withholding these truths, and lulling our mechanics and artisans into a state of false security.

"A successful diagnosis of disease in the surest way to a remedy. Our staple trades are depressed and prostrate to an extent never before experienced in the commercial history of the present generation. Let us have a clear perception of the reason and we may hope for revival, although not perhaps complete recovery. We say already that strikes are at the bottom of our present trade depression and commercial stagnation? and we may say, notwithstanding the assertion of Macdonald, that England, as a manufacturing nation, cannot afford to treat foreign competition as a 'bug bear.' Strikes must in future be discounted, and our working classes must treat as stern facts and realities the severe competition of other nations in our manufactures and arts, and when all shall have learnt to disregard the voice of the charmer in the shape of the counsels of the Trade Unionists, and realize our true position as having determined rivals with whom to contend, then and then only, may we expect to find our trade and commerce once more firmly re-established.

At a meeting of the stockholders of the Pittsburgh, Wheeling and Kentucky Railroad Co. held at Wheeling, W. Va., on the 9th inst., the draft of the lease proposed to be made of the road to the Pittsburgh, Cincinnati and St. Louis Railway was submitted, approved and ordered to be executed. The present President and Directors of the road were continued, viz: President C. D. Hubbard, and Directors John McQuire, H. H. Lazear, William Thaw, M. Reilly and Thomas D. Messier.

The receipts of the Midland Railway of Canada for the seven months ending July 31, 1877, were \$140,095 17; for the same period of the previous year \$146,348 14—a decrease of \$6,252 97.

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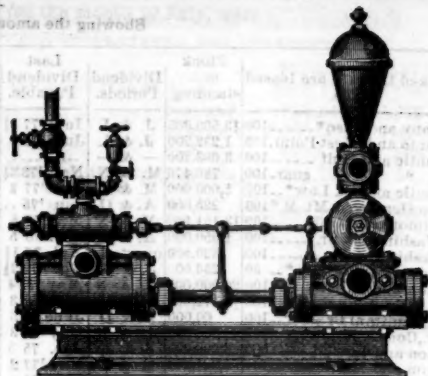
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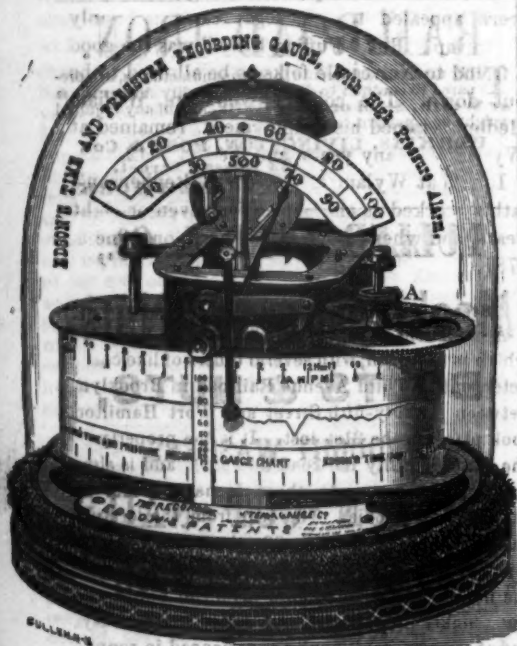
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Dismal Swamp Canal.

A correspondent, writing from Norfolk, Va., says that the capital stock of the Dismal Swamp Canal amounts to \$486,000. Of this amount the Government owns \$200,000, or about two fifths of the whole stock. The State of Virginia held also \$190,000 of the same stock, and individuals the remainder, \$96,000. In 1854 a new company was chartered by the States of North Carolina and Virginia, under the name of the Albemarle and Chesapeake Canal Co., with a capital of one million five hundred thousand dollars. The stock was taken by citizens and an entire new canal built, uniting the waters of Chesapeake Bay with those of Albemarle Sound in North Carolina. In consequence of the trade being diverted from the Dismal Swamp Canal, it had not enough traffic to pay expenses, hence the State of Virginia sold its stock several years ago at public sale, realizing only about five per cent. on the investment. The company not being able to pay the interest on its mortgage bonds, the canal was advertised to be sold on the 9th inst. The sale has been postponed at the request of the Secretary of the Treasury, that Congress may take such action in the matter as they may deem expedient.

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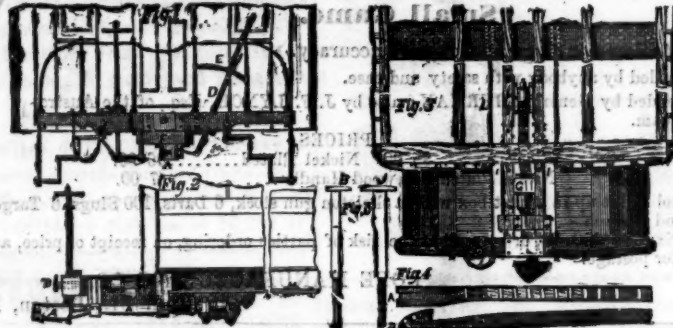
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